PILOT REPORT

5 X 1	in the second se	CIDS SECUEL MHEN LITTED	IN)
	PRE BREATHING OXYGEN	MAX COCKPIT ALTITUDE 2	9.0 MISSION NO
	TIME PSI CU. FT.	MAX ACTUAL ALTITUDE +2	0,0 DATE 25 NOU 6
5X1	AL	TAKEOFF TIME 0830 LZ	
	NOP	LANDING TIME / 7 40 Z	AIRCRAFT NO. 7//
	TOTAL CU. FT.	TOTAL TIME 9 + 10	SEATPACK NO. 19
	HARDHAT AND CABLE		
	ANTOINI NIO ONDIN	Water the second second	· ·
	HELMET AND BLADDER		
	er i de la companya d		And the state of t
	FACEPLATE AND HOSE		FACEPLATE NO.
	FACEHEAT AND RADIO		<u> </u>
	PACEMENT AND MADIO	g to the transfer of the control of	and the war of the same of the
	PRESSURE SUIT	Salandidi and Salandi Salandi Salandi and Salandi and Salandi and Salandi and Salandi and Salandi and Salandi Salandi	SUIT NUMBER
	a mangan da sa kalamatan da sa		1.9
	GLOVES AND COVERALLS		and the property of the second
	BOOTS	OCKS	FEET
			Company and the second
	SEATPACK		TOTAL HOURS
	INJECTION PRESSURE	PA PACHTON	AND KIDNEY PAD
		TARROHOTE	· A marketing of
X1			
	WAS FACEPLATE UNLATCHE	D DURING THE FLIGHT ?	
	WAS EJECTION SEAT PIN	PULLED ?	Marine Marine Marine Marine Marin
	COMMENTS AND/OR RECOMM	ENDATIONS	
	新聞を持ちている。 で 動作を表す。 で を が の の の の の の の の の の の の の	25`	YEAR RE-REVIEW
	The state of the s		The state of the s
	TEMP	PULSE RES	P
	WEIGHT : BEFORE FLIGH	the state of the s	
X1	The state of the s	, Allen Fulda	
X1	HOOKUP BY :		

TIME OXYGEN PSI	OXYGEN CONSUMPTION DATA				
HOOKUP	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)		
1 HOUR / 45 6	7.	1304			
1 HOUR /300		141	and the state of t		
1 HOUR / 200		and the second			
2 HOURS // 6 6		18 8			
⅓ HOUR /056					
3 HOURS / 6 6 6		1. 1.4			
1 HOURS 9 20		16,9			
HOUR 900	wq.		to the common term of the common terms of the		
5 HOURS 820		17.8	the same states		
6 HOURS 780		18.5	The second secon		
7 HOURS 700		- 14 f.	The state of the s		
HOUR 650	.	20.0			
HOUR 590		2.438			
9 HOURS					
10 HOURS		Commence of the second			
FINAL 6/0		Section 1997			

(TOP SECRET WHEN FILLED IN) 25X1 PRE BREATHING OXYGEN MAX COCKPIT ALTITUDE MISSION NO.			•				•	
PRE BREATHING OXYGEN MAX COCKPIT ALTITUDE MISSION NO. TIME PSI CU. FT. MAX ACTUAL ALTITUDE DATE 24 ACC. TAKEOFF TIME C 33 2 PILOT LANDING TIME 7 25 2 AIRCRAFT NO. TOTAL CU. FT. TOTAL TIME 3 4 6 SEATPACK NO. 2 0 FACEPLATE AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. FACEPLATE AND RADIO PRESSURE SUIT SUIT NUMBER GLOVES AND COVERALLS EOOTS SOCKS FEET SEATPACK TOTAL HOURS / 55: 45 INJECTION PRESSURE			(TOP SEC			1)		25X1
TAKEOFF TIME CS33 L Z PILOT LANDING TIME 7 7 35 Z AIRCRAFT NO. TOTAL CU. FT. TOTAL TIME 8 4 5 0 SEATPACK NO. 2 0 HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE AND HOSE FACEPLATE AND RADIO PRESSURE SUIT GLOVES AND COVERALLS ECOTS SEATPACK TOTAL HOURS /55:45 INJECTION PRESSURE	PRE BREATHING	G OXYGEN	•				MISSION NO	
TAKEOFF TIME CS33 6 Z PILOT LANDING TIME 7 7 6 Z AIRCRAFT NO. TOTAL CU. FT. TOTAL TIME 8 7 0 SEATPACK NO. 20 FARDHAT AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. 20 FACEHEAT AND RADIO PRESSURE SUIT SUIT NUMBER GLOVES AND COVERALLS BOOTS SOCKS FEET TOTAL HOURS /55:45 INJECTION PRESSURE	IME PSI	QU. FT.	MAX ACTUAI	ALTITUDE	· -4:.4: }	<u> </u>	ATE 2 9	Noc C
LANDING TIME 7 7 25 Z AIRCRAFT NO. TOTAL CU. FT. TOTAL TIME 8 + 50 SEATPACK NO. 20 HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS 155:45 INJECTION PRESSURE	4.3	vi l	TAKEOFF TI	ME 0833	LZ F	TOIL		
TOTAL CU. FT. TOTAL TIME 8+50 SEATPACK NO. 20 HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. FACEHEAT AND RADIO PRESSURE SUIT SUIT NUMBER GLOVES AND COVERALLS FOOTS SOCKS FEET SEATPACK TOTAL HOURS 155:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	NOT!						' NO -	777
HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. 20 FACEHEAT AND RADIO PRESSURE SUIT SUIT NUMBER GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS /55:45 INJECTION PRESSURE					}		,	
HEIMET AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. PRESSURE SUIT GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS 55:45 INJECTION PRESSURE			TOTAL TIME			ENTLACE	. 100	
FACEPLATE AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. PRESSURE SUIT GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS /55:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	AND (JABLE		eren Van en der		C. Neigh		
FACEPLATE AND HOSE FACEHEAT AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SEATPACK TOTAL HOURS /55:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	ELMET AND BI	LADDER		The state of the s		www.ii.e		· · · · · · · · · · · · · · · · · · ·
FACEHEAT AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SEATPACK TOTAL HOURS /55:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	L			" (*** , , ,	the transfer of		\$	e de la companya de l
FACEHEAT AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SEATPACK TOTAL HOURS /55:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD) HOSE	· ·		49	F	ACEPLATE	NO.
PRESSURE SUIT GLOVES AND COVERALLS BOOTS SCATPACK TOTAL HOURS 155:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	,			. 1.			20	·
GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS 155:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	ACEHEAT AND	RADIO		Na.				
GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS 155:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	RESSURE SUT					1 5	UIT NIMBE	R
GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS 155:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD		•	Manager (1994)	one constant				The second of th
SEATPACK TOTAL HOURS 155:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	LOVES AND CO	VERALLS	***		· · · · · · · · · · · · · · · · · · ·		v more g	
SEATPACK TOTAL HOURS 155:45 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD						· · · · · · · · · · · · · · · · · · ·	r ý .	
INJECTION PRESSURE PARACHUTE AND KIDNEY PAD		S	OCKS	£ .	*	F	eet 4	•
INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	EATPACK		n.			- Pr	OTAL HOURS	3
INJECTION PRESSURE PARACHUTE AND KIDNEY PAD	L_{γ}		9 Jan	***				
The second secon	NJECTION PRE	SSURE		PAR	ACHUTE AI	ND KIDN		
	L	e e	•		1.0	à- '	A STATE OF THE STA	
							•	
		*.		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 		•		
WAS EJECTION SEAT PIN PULLED ? YES	DMMENTS AND/	OR RECOMM	ENDATIONS			•		
	Appear All Property (Appear of Appear of Appea			· .	•			
WAS EJECTION SEAT PIN PULLED ? YES		· · · · · · · · · · · · · · · · · · ·					······································	فيبدأ والمواجعة والمتعارف والمراجعة المجارة المراجعة والمتعارفة
WAS EJECTION SEAT PIN PULLED ? S COMMENTS AND/OR RECOMMENDATIONS	CMP	a commentation of the comm	PULSE	· — Nagrand German	RESP	Superior garger of the glasse garge		
WAS EJECTION SEAT PIN PULLED ? YES COMMENTS AND/OR RECOMMENDATIONS								
WAS EJECTION SEAT PIN PULLED ?		ORE FLIGH	T	AFTER	FLIGHT	May again to the orange of		
WAS EJECTION SEAT PIN PULLED ? YES COMMENTS AND/OR RECOMMENDATIONS	CIGHT : BEF	ORE FLIGH	T	_ , AFTER	FLIGHT		25X1	
5X1 → ₩/		OTAL CU. FT OTAL CU. FT ARDHAT AND CO ELMET AND ELMET AND ACEHEAT AND CO COTS EATPACK NJECTION PRE AS FACEPLATE AS EJECTION	OTAL CU. FT. OTAL CU. FT. ARDHAT AND CABLE ELMET AND BLADDER ACEPLATE AND HOSE ACEHEAT AND RADIO RESSURE SUTT LOVES AND COVERALLS COTS EATPACK NJECTION PRESSURE AS FACEPLATE UNLATCHE AS EJECTION SEAT PIN	THE BREATHING OXYGEN MAX COCKPI TME PSI CU. FT. MAX ACTUAL TAKEOFF THE LANDING THE ARDHAT AND CABLE ELMET AND BLADDER ACEPLATE AND HOSE ACEPLATE AND RADIO RESSURE SUIT LOVES AND COVERALLS COTS SOCKS EATPACK MJECTION PRESSURE AS FACEPLATE UNLATCHED DURING THE AS EJECTION SEAT PIN PULLED?	TOP SECRET WHEN IT THE BREATHING OXYGEN MAX COCKPIT ALTITUDE TAKEOFF TIME CS33 LANDING TIME 7 7 45 OTAL CU. FT. TOTAL TIME 8 7 5 ARDHAT AND CABLE ELMET AND BLADDER ACEPLATE AND HOSE ACEHEAT AND RADIO RESSURE SUIT LOVES AND COVERALLS COTS SOCKS EATPACK NJECTION PRESSURE PAR AS FACEPLATE UNLATCHED DURING THE FLIGHT ? AS EJECTION SEAT PIN PULLED ? YES DEMMENTS AND/OR RECOMMENDATIONS	THE BREATHING OXYGEN MAX COCKPIT ALTITUDE TIME PSI CU. FT. MAX ACTUAL ALTITUDE TAKEOFF TIME CS35 Z F LANDING TIME 7 7 45 Z A OTAL CU. FT. TOTAL TIME 8 4 5 0 S ARDHAT AND CABLE ELMET AND BLADDER ACEPLATE AND HOSE ACEPLATE AND RADIO RESSURE SUIT LOVES AND COVERALLS COTS SOCKS EATPACK NJECTION PRESSURE PARACHUTE A AS FACEPLATE UNLATCHED DURING THE FLIGHT ? NO AS EJECTION SEAT PIN PULLED ? Y 6 S DEMMENTS AND/OR RECOMMENDATIONS	(TOP SECRET WHEN FILLED IN) THE BREATHING OXYGEN MAX COCKPIT ALTITUDE TAKEOFF TIME CY33 & Z PILOT LANDING TIME 7 7 8 Z AIRCRAFT OTAL CU. FT. TOTAL TIME 8 7 9 SEATPACK ARDHAT AND CABLE ELMET AND BLADDER ACEPLATE AND HOSE ACEHEAT AND RADIO RESSURE SUIT LOVES AND COVERALLS DOTS SOCKS F PARACHUTE AND KIDN AS FACEPLATE UNLATCHED DURING THE FLIGHT ? NO AS EJECTION SEAT PIN PULLED ? 46 SEMENTER OF THE PULLED ? 46 SEMENTS AND/OR RECOMMENDATIONS	(TOP SECRET WHEN FILLED IN) THE BREATHING OXYGEN MAX COCKPIT ALTITUDE MISSION NO TIME PSI CU. FT. MAX ACTUAL ALTITUDE DATE TAKEOFF TIME CY33 L Z PILOT LANDING TIME 7 7 8 Z AIRCRAFT NO. OTAL CU. FT. TOTAL TIME 8 7 9 SEATPACK NO. ARCHAT AND CABLE ELMET AND BLADDER ACCEPTATE AND HOSE FACEPLATE ACCEPTATE AND RADIO RESSURE SUTT LOVES AND COVERALLS COTS SOCKS FEET AS FACEPLATE UNLATCHED DURING THE FLIGHT ? NO AS FACEPLATE UNLATCHED DURING THE FLIGHT ? NO AS EJECTION SEAT PIN PULLED ? Y 6 S DEMMENTS AND/OR RECOMMENDATIONS

	T .		•
TIME OXYGEN PSI	OXYG	TA	
HOOKUP 1820	COCKPIT PRESSURE	the state of the state of	UNCORRECTED OAT
TAXI 1725	ALTITUDE	ACTUAL ALTITUDE	(DEG. CENT.)
HOUR			
1 HOUR /200			
HOUR			
2 HOURS / 0 / 6			
HOUR 9 60			
3 HOURS 900	,		
HOUR			
4 HOURS 800			
hour			
5 HOURS 746			
1 HOUR			
6 HOURS 650			
hour			
7 HOURS 606			
HOUR			
HOURS 570			en e
HOUR			
HOURS			
HOUR			
O HOURS			
TINAL 500			

PULSE RESP

VEIGHT: BEFORE FLIGHT

HOOKUP BY:

PICKUP RY:

PILOT REPORT BY:

25X1

	Γ .	·	. ,
TIME OXYGEN PSI	OXYG	EN CONSUMPTION DA	ra · · · · · · · · ·
HOOKUP 1900	COCKPIT PRESSURE	A TOTAL PARTY.	UNCORRECTED OAT (DEG. CENT.)
TAXI 1800	ALTITUDE	ACTUAL ALTITUDE	(DEG. CENTS)
HOUR 1320		BASE	
1 HOUR		* New control	
HOUR 1156	Array and		
2 HOURS /050			phi no.
3 HOUR / 000	A STATE OF STATE OF STATE	The second secon	the second second second second
3 HOURS 7 56	127		
HOUR		7	Section Section Control
4 HOURS 846	Addition to the second	The state of the s	
HOUR			
5 HOURS 780	·		The second secon
HOUR 700	an a saa yaa baayaa yaa yaa	and the same of th	9 - 1994 (SNM) - 1994 (SNM)
6 HOURS 656		· ·	
HOUR CAO			a said an ann an
7 Hours 580	The state of the s	and the second s	
HOUR 550			
8 HOURS 500	• •	V	The second second
l HOUR		and the state of t	en de la companya de
9 HOURS			
HOUR	and the second		
LO HOURS			
FINAL CIO			e 17 july 18 to do not be a section when he

PILOT REPORT (TOP SECRET WHEN FILLED IN) 25X1 MAX COCKPIT ALTITUDE 27. S MISSION NO. PRE BREATHING OXYGEN MAX ACTUAL ALTITUDE + 10.0 DATE CU. FT. TIME PSI 25X1 TAKEOFF TIME 0 830 L Z PILOT NORM LANDING TIME / 7 25 L Z AIRCRAFT NO. 3 4 3 TOTAL TIME 8 + 55 SEATPACK NO. 43 TOTAL CU. FT. ___ HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE NO. FACEPLATE AND HOSE man and the same of FACEHEAT AND RADIO SUIT NUMBER PRESSURE SUIT GLOVES AND COVERALLS FEET BOOTS SOCKS TOTAL HOURS SEATPACK PARACHUTE AND KIDNEY PAD INJECTION PRESSURE WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NO WAS EJECTION SEAT PIN PULLED ? YES COMMENTS AND/OR RECOMMENDATIONS PULSE_ RESP TEMP WEIGHT : BEFORE FLIGHT AFTER FLIGHT 25X1 HOOKUP BY :

25X1

PICKUP BY :

PILOT REPORT BY :

HOOKUP 1850				en transferance in the contract of the contrac
TAXI	COCKPIT PRESSUR ALTITUDE		ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
1400 HOUR 1400		+ ,	10.0	
1 HOUR /256				
HOUR 1150				em en
2 HOURS // 96				
1 HOUR /026	en i was			
3. HOURS 786				
1 HOUR 956				
4 HOURS 916				
HOUR 866				
5 HOURS 8/6				
HOUR 790				
6 HOURS 760				
HOUR 7/6				
7 HOURS 696	to the second second			
HOUR 450				
HOURS 615		V	S. S. Harris	
HOUR	eren eren eren eren eren eren eren eren			
HOURS				
HOUR				
O HOURS		**************************************		

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

PILOT REPORT (TOP SECRET WHEN FILLED IN) 25X1 29. MISSION NO. PRE BREATHING OXYGEN MAX COCKPIT ALTITUDE 18.8 TIME PSI CU. FT. MAX ACTUAL ALTITUDE DATE 23 NOV 60 25X1 TAKEOFF TIME 0835L Z PILOT LANDING TIME /655 LZ AIRCRAFT NO. 344 TOTAL TIME 8 + 20 TOTAL CU. FT. SEATPACK NO. 55 HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. FACEHEAT AND RADIO PRESSURE SUIT SUIT NUMBER GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS INJECTION PRESSURE 25X1 WAS FACEPLATE UNLATCHED DURING THE FLIGHT? WAS EJECTION SEAT PIN PULLED ? COMMENTS AND/OR RECOMMENDATIONS PULSE WEIGHT: BEFORE FITCHT , AFTER FLIGHT

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

PILOT REPORT BY :

HOOKUP BY:

PICKUP BY

25X1

TIME OXYGEN PSI	OXYG	EN CONSUMPTION DA	TA CONTROL OF THE CON
HOOKUP 1825	COCKPIT PRESSURE	er der Grand in der Grand in der Grand in de	UNCORRECTED OAT
TAXI 1700	ALTITUDE	ACTUAL ALTITUDE	(DEG. CENT.)
hour			
1 HOUR /200		14.2	
HOUR			
2 HOURS /050		15.4	
HOUR		on the second	
3 HOURS 950		16,2	
HOUR			
4 HOURS 8'50		16.8	
HOUR			
5 HOURS 800		17.8	
Hour	And the second of the second o		
6 HOURS 700		18.7	11.41
HOUR			
7 HOURS 450		18.4	
HOUR 600		18.8	
8 HOURS			
HOUR		and the second of the second o	en en Maria de Maria de la compansión de
9 HOURS			
HOUR			
10 HOURS			Anna ann an
PINAL 675		tinggerin an gradus	of the consequence as a consequence of the conseque

	PI 	LOT REPORT I WHEN FILLED	IN)	25X1
PRE BREATHING OXYGEN	MAX COCKPIT	ALTITUDE 30	2 MISSIO	N NO
TIME PSI CU. FT.	MAX ACTUAL A TAKEOFF TIME LANDING TIME	1305 42	PILOT	22 NOV 6
TOTAL CU. FT.	TOTAL TIME	7705	SEATPACK NO.	45
HARDHAT AND CABLE			The second secon	
HELMET AND BLADDER			The second secon	
FACEPLATE AND HOSE		and the second second second	FACEPL	ATE NO.
FACEHEAT AND RADIO			Martin Months of State of Company	en reger og skalende
PRESSURE SUIT	S. S	e and role (e)	SUIT N	UMBER
GLOVES AND COVERALLS	The second secon	en de la companya de La companya de la companya de	The state of the s	the state of the s
BOOTS	SOCKS		FEET	
SEATPACK	en e	en e	TOTAL	HOURS
INJECTION PRESSURE		PARACHUTE	AND KIDNEY PA	Deriver of the second of the s
Was faceplate unlatche	ED DURING THE	FLIGHT ?	NO	er de la companya de La companya de la co
WAS EJECTION SEAT PIN	PULLED ?	YES	en er verk kan kan kan kan kan kan kan kan kan ka	neration of the second of the
COMMENTS AND/OR RECOMM	ÆNDATIONS	od step of the separation of t	The second of th	The state of the s
The state of the s	The constraints of the constrain			The second secon
TEMP	PULSE	RES		
WEIGHT: BEFORE FLIGH	<u> </u>	, AFTER FLIGH	25X1	-
PICKUP BY :		PILOT REF	NO THE THEORY	

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

TIME OXYGEN PSI	OXYGEN CONSUMPTION DATA			
HOOKUP / S S	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)	
HOUR				
L HOUR	Namusi k			
HOUR			the second contraction section is a second section of the second section of the second section of the second section of the section of the section of the section of the second section of the section of	
HOURS 1300				
HOUR	· was a second of the second o	n es exercica de la companya de la c		
3 HOURS	* * * * * * * * * * * * * * * * * * *		A Company of the Comp	
HOUR	1983 C. C. C. C. C.			
4 HOURS	e for Million entre i supervisione i i	gram Morrison of the contract		
HOUR			Mark and the control of the control	
5 HOURS		7.90 - 7.50		
HOUR	the state of the Anthony of Section Asserting which is	to the second to the second second	A Principal Control of the Section o	
6 Hours			ista. O processor in the second	
HOUR			- Mana	
7 HOURS	The second secon		And the second of the second o	
Hour				
HOURS				
HOUR			the state of the control of the state of the	
) HOURS			and the state of t	
HOUR			The second secon	
10 HOURS		The state of the s		

(1904) LINEAU THEO QUENTED AND THE PROPERTY OF THE PROPERTY OF

PILOT REPORT (TOP SECRET WHEN FILLED IN)

	PRE BREATHING OXYGEN	MAX COCKPIT ALT:	TUDE 290	MISSION NO.	
	TIME PSI CU. FT.	MAX ACTUAL ALTI	rude 18.5	DATE 22 No.	V 60
	17447	TAKEOFF TIME	235 2 PILO		25X1
	Norm	LANDING TIME /		RAFT NO. 343	
	TOTAL CU. FT.	TOTAL TIME	SEAT	PACK NO. 55	
	HARDHAT AND CABLE		en e		
	HELMET AND BLADDER				
	FACEPLATE AND HOSE			FACEPLATE NO.	
	magnetic superior and a planting of the		en e	1 com	
	FACEHEAT AND RADIO			9.6 - 124 	
	PRESSURE SUIT			SUIT NUMBER	
	THE RESERVE OF THE PARTY OF THE		en e	5022 11012521	
	GLOVES AND COVERALLS	en ger Til store til store t			
		•	in the first of the second of	Committee of the second of the	٠
	BOOTS	OCKS		FEET	
25X1	SEATPACK PAISE S	ent knok	1 Inch	TOTAL HOURS	etalpa Alighiya
	INJECTION PRESSURE		PARACHUTE AND	KIDNEY PAD	-
		L			**********
	WAS FACEPLATE UNLATCHE	D DURING THE FLIG	HT ?		
	Min Visoms Treats Otempt Office				
:	WAS EJECTION SEAT PIN	Tent community and the	<i>es</i>		
:	or a first from the backet of the eye state and an account of	PULLED ?	- 12		
:	WAS EJECTION SEAT PIN	PULLED ?	- 12		
	WAS EJECTION SEAT PIN	PULLED ?	<u> </u>		
	WAS EJECTION SEAT PIN	PULLED ?	<u> </u>		
	WAS EJECTION SEAT PIN COMMENTS AND/OR RECOMM	PULLED ? ENDATIONS PULSE			
	WAS EJECTION SEAT PIN COMMENTS AND/OR RECOMM TEMP	PULLED ? ENDATIONS PULSE	∠ S	25X1	
	WAS EJECTION SEAT PIN COMMENTS AND/OR RECOMM TEMP WEIGHT : BEFORE FLIGH	PULLED ? ENDATIONS PULSE	∠ S	25X1	

TIME OXYGEN PSI	EXYGEN CONSUMPTION DATA			PA
HOOKUP /800	COCKPIT PRESSURE ALTITUDE	ACTUAL AL	TITUDE	UNCORRECTED OAT (DEG. CENT.)
hour			, , , , ,	to an imperior to the
1 HOUR 1/375			,	
HOUR				
2 HOURS	70 - 10		tating to grow and the	al colore ex
HOUR			10 - 10 de	No.
3 HOURS				
HOUR				San Vin
4 HOURS				
} HOUR				
5 HOURS				
HOUR		100000000000000000000000000000000000000	•	
6 HOURS	engisher e e e constitue e e e	a		A STATE OF THE STA
7 HOURS			The State of the S	
1 HOUR				**************************************
8 HOURS	n na kalendara a ka	talian sa		137
9 HOURS				en e
HOUR HOURS		e e e e e e e e e e e e e e e e e e e		
10 HOURS				

PILOT REPORT (TOP SECRET WHEN FILLED IN)

PRE BREATHING	OXYGEN MAX COCKPIT	ALTITUDE	MISSION NO.
TIME PSI	CU. FT. MAX ACTUAL	ALTITUDE BASE	DATE 21 NOU 60
y tracy	TAKEOFF TIM	E 0835 L Z PI	
Noem	LANDING TIM	E 16104 Z A	IRCRAFT NO. 343
TOTAL CU. FT.	and the second of the second o	*	CATPACK NO. /C
HARDHAT AND C	CABLE		The second secon
		the control of the transition for the control of th	the control of the co
HELMET AND BI	LADDER	en 1938 - Les grant de la Constantina de la companya del companya de la companya del companya de la companya del la companya del la companya del la companya de la companya del la companya de la companya de la companya del la co	at any concessor, and the concessor was a second of the concessor with the concessor with the concessor was a concessor with the concessor with the concessor was a concessor with the concessor with the concessor was a concessor with the concessor with the concessor with the concessor was a concessor with the concessor with the concessor was a concessor with the concessor with the concessor with the concessor was a concessor with the concessor wit
in the second se		:	
FACEPLATE ANI	D HOSE		FACEPLATE NO.
3 3 3 3 3 3 3 3	DARTO	en en en en en greker en	commenced to the second to the
FACEHEAT AND	RADIO	in the second of the matter is a second or the parameter of the control of the co	e the tight are specially be an art or every significant or the special control of the spec
PRESSURE SUI	T		SUIT NUMBER
and a survivance and an exercise of	the second of th	en e	a some of a consequent of the second
GLOVES AND CO	OVERALIS	era de la companya d	Control of the Contro
BOOTS	SOCKS		FEET
	a harmon and a second	and the second s	man and the second of the seco
SEATPACK	Lawrence of the second	en de la compansión de la	TOTAL HOURS
25X1	We write the second state of the second state	en e	53:25
INJECTION PR	ESSURE	PARACHUTE AI	ND KIDNEY PAD
WAS FACEPTAT	E UNIATCHED DURING THE	FLIGHT? NO	entropy of the second of the s
The state of the s	Signal (1994) - Signal Amerikan salah keromentan pendilangan menganan kerangan kerangan dan salah sala	e programa jednostim se svetove sjedili i seci	The second secon
to the second to	SEAT PIN PULLED ?	Y 2-3	
Africana Anna Cara Santa Santa Santa	OR RECOMMENDATIONS		
	The second section of the second seco	. An establic server Line of the server of the server serv	Commission of the second secon
with the K of the K considered an experience K of	Mindrey Commission and American Services and	And the second s	The state of the s
TEMP	PULSE_	RESP_	
WEIGHT : BE	FORE FLIGHT	, AFTER FLIGHT	alice or a second
HOOKUP BY:			25X1
PICKUP BY :		PILOT REPOR	r By :
and the second of the second o	25X1	· · · · · · · · · · · · · · · · · · ·	glocati and a second se

HÓOKUP 1875 TAXI 1825	COCKPIT PRESSURE ALTITUDE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG, CENT.)
HOUR /500		Base	
1 HOUR /270	and the second		
HOUR 1/80	to the second	and the second s	interest de la fertale de la proposition de la companya de la companya de la companya de la companya de la comp En la companya de la
2 HOURS 1050		Design	
HOUR /000	e e e e e e e e e e e e e e e e e e e	grand on the second of the sec	and the second second second second second second
3 HOURS 930			
HOUR 890		The second se	en de la companya del companya del companya de la c
4 HOURS \$20	and the second s	Contraction on the operation of the contraction of	The state of the s
HOUR 790			
5 HOURS			Comment of the second of the s
HOUR 696	Material Control of the Control of t	antikan otto ole general english eng	and water a supplier and the law of the supplier of the suppli
6 HOURS 646			
HOUR 606		V	
7 HOURS		e de la Bergara de La	
Hour			
HOURS	,. ,	•	The state of the s
HOUR		Barrier Brown (1990) (1990) (1990) (1990)	and the state of t
Hours			A Wall of the state of
HOUR	e de la la companya de la companya d	and the second s	And the second of the second o
LO HOURS		Maria Salahan Maria Mari	and programme and in the state of the state of
FINAL 200	A service of the serv		the state of the s

Part of the first of the second

Sandard Commence of the control of t

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

PILOT REPORT

	(POP SECRET WHEN FILLED IN)
PRE BREATHING OXYGEN	MAX COCKPIT ALTITUDE 28.6 MISSION NO.
TIME PSI CU. FT.	MAX ACTUAL ALTITUDE 19.6 DATE 21 NOV 60
- AL	TAKEOFF TIME 0830 L Z PILOT 25
NORM	LANDING TIME 1650 L Z AIRCRAFT NO. 344
TOTAL CU. FT.	TOTAL TIME 8720 SEATPACK NO. 20
HARDHAT AND CABLE	DEATTACK NO.
And the Land of th	
HELMET AND BLADDER	
the second second	The second secon
FACEPLATE AND HOSE	FACEPLATE NO.
FACEHEAT AND RADIO	20 miles 1 mil
LINDING WALL TAMESTON	Albertan Commence of the Comme
PRESSURE SUIT	SUIT NUMBER
The state of the s	20-2
GLOVES AND COVERALLS	A CONTRACT OF THE PARTY OF THE
2	The second secon
BOOTS	SOCKS FEET
SEATPACK	
DEATPAON	TOTAL HOURS
TNJECTION PRESSURE	PARACHERE AND VENTER DID
25X1	PARACHUTE AND KIDNEY PAD
The state of the s	
VAS FACEPLATE UNLATCHE	D DURING THE FLIGHT ? NO
VAS EJECTION SEAT PIN	PULLED ?
OMMENTS AND/OR RECOMM	ENDATIONS BOLT ON VIKING CLAMP
A service of the serv	
San the second of the second of	TOO LONG, WITH CEATRIN MOVED
EMP	PULSERESP
WEIGHT: BEFORE FLIGHT	AFTER FLIGHT
HOOKUP BY : _	25X1
DIOWER THE	
PICKUP BY :	PILOT REPORT BY :

TIME OXYGEN PSI	ÓXYG	YGEN CONSUMPTION DATA			
HOOKUP 1850	COCKPIT PRESSURE	A STATE OF THE STA	UNCORRECTED OAT		
TAXI 1700	ALTITUDE	ACTUAL ALTITUDE	(DEG. CENT.)		
HOUR					
1 HOUR					
HOUR /200			and a record of the second		
2 HOURS //50		y en en en en en			
HOUR			The state of the s		
3 HOURS /080		Notice to the second of the se			
HOUR					
4 HOURS 1000					
HOUR					
5 HOURS 900		70 Sept. 10	The Marie of the second second of the second of the second		
} HOUR	er Sank utsche stude	والمرابيو وراضي فجراء الأرادان فالموافق	en de la companya de		
6 HOURS 840					
HOUR HOUR					
7 HOURS	t takin sa		one that has proved and a grown and a grown		
1 HOUR 750		÷			
8 HOURS			A Sept. Company of the second second		
} HOUR		ng comment of the second	to the first of the second		
9 HOURS					
HOUR					
10 HOURS	Market Commence		10 to		
FINAL			to an experience of the second		

PILOT REPORT (FOP SECRET WHEN FILLED IN)

PRE BREATHING OXYGE	N MAX COCKPIT AL	TITOUR	40	MISSION NO	
TIME PSI CU. F	T. MAX ACTUAL ALT	ITUDE 🚽	10	DATE 20 NOV	6
a L	TAKEOFF TIME	502612			25)
Moan				n 2 // "3	
		:		T NO. 343	-
TOTAL CU. FT.	TOTAL TIME	7 + 2.5	SEATPAC	K NO. 19	
HARDHAT AND CABLE				1	
	~ Ødisk og kommer († 1. man		And the second	English of the second of the s	er projection
HELMET AND BLADDER			New Jew		
A CONTRACTOR OF THE STATE OF TH					
FACEPLATE AND HOSE				FACEPLATE NO.	
			e est u	19	
FACEHEAT AND RADIO	en e			· · · · · · · · · · · · · · · · · · ·	Agent
PRESSURE SUIT				SUIT NUMBER	
	en e			OUIT NUMBER	
GLOVES AND COVERALLS		- A.A.	the second of	17	
CHO THE MAD COARINATION	g the steeless of the second we	t jaren en e	e 🐔 – September	 All the literature of the epidensian and source of the epidensian and the ep	
BOOTS	SOCKS			EET	
and the second second			}	1471	
	1	•		A Section 1997	
SEATPACK	e			OTAL HOURS	
SEATPACK		en e	i in milasiya iii	OTAL HOURS	
SEATPACK INJECTION PRESSURE		PARACHUTÉ	AND KIDN	93:50	
the state of the s			t to the second of the second	93:50	
INJECTION PRESSURE		PARACHUTE	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATE		PARACHUTE	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE	ang dayar ya rafar	PARACHUTE	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATE	N PULLED ?	PARACHUTE	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATE WAS EJECTION SEAT PI	N PULLED ?	PARACHUTE	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATE WAS EJECTION SEAT PI COMMENTS AND/OR RECO	N PULLED ?	PARACHUTE	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATE WAS EJECTION SEAT PI COMMENTS AND/OR RECO	N PULLED ?	PARACHUTE GHT ?	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATE WAS EJECTION SEAT PI COMMENTS AND/OR RECO	N PULLED ?	PARACHUTE GHT ?	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATE WAS EJECTION SEAT PI COMMENTS AND/OR RECO	N PULLED ?	PARACHUTE CHT?	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATO WAS EJECTION SEAT PI COMMENTS AND/OR RECO TEMP WEIGHT: BEFORE FLIC	N PULLED ?	PARACHUTE GHT ?	AND KIDN	93:50 EY PAD	
INJECTION PRESSURE WAS FACEPLATE UNLATC WAS EJECTION SEAT PI COMMENTS AND/OR RECO TEMP WEIGHT: BEFORE FLIC	N PULLED ?	PARACHUTE CHT?	AND KIDN	93:50 EY PAD	

TIME OXYGEN PSI	OXYGEN CONSUMPTION DATA				
HOOKUP /775	The second secon				
TAXI 1675	COCKPIT PRESSURE ALTITUDE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)		
HOUR 1456		, ,	agraphic control of the control of t		
1 HOUR 1200	,,,1 vs	+ 9			
HOUR /05-6			ATT SATE OF THE SAME OF THE SA		
2 HOURS / 6 0 0	gar e e and see es	10:4			
Hour 900					
3 HOURS 8/0		10.0			
HOUR 795	ye side to		The state of the s		
4 HOURS 730	er til store skalle som er	10.0			
HOUR 725					
5 HOURS 656		9.8			
HOUR	the second second				
6 HOURS 400		10.3			
HOUR S S	17				
7 HOURS S 🕫 🗇		10.3	Control of the Contro		
HOUR 400					
HOURS 400		10.2	And the Control of th		
HOUR 400	a a second secon		and the second of the second o		
HOURS 350		10.0			
HOUR		10.0			
O HOURS					
PINAL 1/00			t service modern commence and a service		

	PILOT REPORT (POP SECRET WHEN FILLED IN)	
PRE BREATHING OXYGEN		25X1
TIME PSI CU. FT.	May Longer	
100 al	(MANAGEMENT COMMAND	NOV 6
NORM	T A 1770 Water	
The state of the second second second second	LANDING TIME / 7 36 4 Z AIRCRAFT NO. 3	if of
TOTAL CU. FT.	TOTAL TIME 9700 SEATPACK NO.	\$ \$ S
HARDHAT AND CABLE		and the second s
HELMET AND BLADDER		e de la companya de l
DUADUER	and the second s	
FACEPLATE AND HOSE		The second of the second
Salar	FACEPLATE N	O
FACEHEAT AND RADIO	55	are
man a side that the same is a second of the same and the	The second secon	ing many
PRESSURE SUIT	SUIT NUMBER	. No.
The second secon	Control of the Contro	~
GLOVES AND COVERALIS	and the same was a second or the same of t	The state of the s
and the second s	OCKS FEET	
		yet.
SEATPACK	TOTAL HOURS	
INJECTION PRESSURE	118:0	06
Anocauti nortale	PARACHUTE AND KIDNEY PAD	
and the second s	the state of the s	
WAS FACEPLATE UNLATCHED	DURING THE FLIGHT ?	
VAS EJECTION SEAT PIN P	ULLED?	
OMMENTS AND/OR RECOMMEN		
The second secon	Control of the contro	en Service de La Company
A second	The second secon	* 4 *
		The second second
EMP	PULSE RESP	
WEIGHT : BEFORE FLIGHT_	AFTER FLIGHT	
HOOKUP BY :	25X1	
PICKUP BY:	25/1	
	PILOT REPORT BY :	

HOOKUP /825	•	The state of the Marketine		TIMAADDIRAMBD AAM	
TAXI /700	COCKPIT PRESSURE ALTITUDE	ACTUAL ALTITUDE		UNCORRECTED OAT (DEG. CENT.)	
HOUR		B	05 G	The state of the s	
1 HOUR / 200					
HOUR //00		ers.		A Commence of the Commence of	
2 HOURS / 000	i de la companya dela companya dela companya dela companya de la c		to a ses geries		
} HOUR	to the fact of the second		en et en	en e	
3 HOURS 900					
HOUR				1997 - Silver France, 2002 ang pang pang pang pang pang pang pang	
4 HOURS 800	sa marang at a sa s		Programma		
HOUR		·			
5 HOURS 700				A trace the course of superior of superior the superior	
} HOUR	to the the state of the second of the second	., ., .,	To April 12 (April 1994)	Commence of the second	
6 HOURS 6 5 D					
hour				tara di sali basa di Francia ta Spanjanja di <mark>Sali</mark> na da sala	
7 HOURS 5 > 0	e de santa de la companya de la comp La companya de la co		Mariana Sangara (1975)	the state of the s	
HOUR					
8 HOURS 500				Parameter (1960) (1964) (1964) (1964) (1964) (1964)	
HOUR	en e war e e e e e e e e e e e e e e e e e e e	V		100 Section Section (1995)	
9 HOURS					
HOUR	AMERICAN PROPERTY OF THE SECOND STATES OF THE SECON	granda i sa Marana		Andrew Company of the American	
LO HOURS		an haa waa aa ay	5 ·	yes some real and a second second second	
FINAL 400	No. of the second	the steam of the say		the state of the s	

PILOT REPORT

		(COP SECRET WHEN FIL	LED IN)	25X1
PRE	BREATHING OXYGEN	MAX COCKPIT ALTITUDE	29.2 MISSION	NO • <u>.</u>
TIM	PSI CU. FT.	MAX ACTUAL ALTITUDE	# 20 DATE /	9 NOV 0
3.4.	1 AL	TAKEOFF TIME 0835 L	z pilot	
	NORMAL	LANDING TIME / 1,50 /		143
· · · · · ·	L CU. FT.	TOTAL TIME 8 +15		45
HARI	HAT AND CABLE			
11		W 47		
HELM	ET AND BLADDER	Appendix and the second se		
FACE	PLATE AND HOSE		FACEPLATI	E NO.
16 (1) 17 (1)			4	15
14 14	HEAT AND RADIO			S. J.
PRES	SURE SUIT	the state of the s	SUIT NUM	BER
			4.	J 2
GLOV	ES AND COVERALLS	and the second of the second o	en e	· · · · · · · · · · · · · · · · · · ·
BOOT	S	OCKS	FEET	A STATE OF THE STA
SEAT	PACK		TOTAL HOU	IRS 5;50
INJE	CTION PRESSURE	PARACH	TUTE AND KIDNEY PAD	
V4		to the second second second	Land .	en e
X1 WAS	FACEPLATE UNLATCHE	D DURING THE FLIGHT ?	No	
		PULLED ? YES	- Aug	Karangan
COMM	ENTS AND/OR RECOMM	ENDATIONS		San Sangar (1995) and the sangar (1995) and
	The state of the s	Company of the second s	· · · · · · · · · · · · · · · · · · ·	Therefore a the company
	and the second s	General Control of the Control of th		·
TEMP	Section 1	PULSE	RESP	
WEIG	T : BEFORE FLIGH	AFTER FL	IGHT	
HOOKI	Control of the contro		25X1	
noon	P BY:			

TIME OXYGEN PSI	OXYG		
HOOKUP /800	COCKPIT PRESSURE		UNCORRECTED OAT
TAKI ./ 700	ALTITUDE	ACTUAL ALTITUDE	(DEG. CENT.)
HOUR		. 10	***
1 HOUR /200		14.3	
HOUR ///6			and and a
2 HOUS 1050		155	
HOUR 1000			
3 HOUS 950		164	
HCUR 9/0			
4 HOURS 8.80		17 3	
1000 8 2 0			
5 HOURS 800		18.7	
HOUR 780	e Mari Mariye ye e ili ili ya ya kara a ƙasar ƙasar ƙasar ƙasar ƙasa	i kan ing pangangan	
6 11001RS > _ 6 -		19.2	
HOUR 7/0			
7 HOURS 696	A STATE OF S	19.8	Mary Ships
HOUR LEO	, proper		
HOURS			
HOUR	the transfer of the second of		ter and the second second
HOURS			
HOUR			
O HOURS		Secretary of the second	
INAL725			

PILO	OT RE	PORT	
GOP SECRET	WHEN	FILLED	IN)

	SECRET WIEN FILLED IN 23X1	
	PRE BREATHING OXYGEN MAX COCKPIT ALTITUDE 7 7. MISSION NO.	
1	TME PSI CU. FT. MAX ACTUAL ALTITUDE DATE 9 NOU 66	
	TAKEOFF TIME (2830 / Z PILOT	25X ²
	LANDING TIME 1640LZ AIRCRAFT NO. 344	
	TOTAL CU. FT. TOTAL TIME & +10 SEATPACK NO. 20	
	ARDHAT AND CABLE	
٠.	HELMET AND BLADDER	
	FACEPLATE AND HOSE FACEPLATE NO.	
	20	
	FACEHEAT AND RADIO	
	PRESSURE SUIT NUMBER	
	PRESSURE SULT	
	GLOVES AND COVERALLS	
	BOOTS SOCKS FEET	
	SEATPACK TOTAL HOURS	
	TO THE CONTRACT OF THE PARTY OF	
	Limited Ton Tital Sold Comments of the Comment	
25X		
	WAS FACEPLATE UNLATCHED DURING THE FLIGHT ?	
	was ejection seat pin pulled ?	
	COMMENTS AND/OR RECOMMENDATIONS	
	The state of the s	
	The state of the s	
	TEMP PULSE RESP	
	WEIGHT: BEFORE FLIGHT , AFTER FLIGHT	
	HOOKUP BY:	
	DATOM DEPOND DV .	
	PICKUP BY:	

HOOKUP	CACUATO ADDICOUNTS	er en	UNCORRECTED OAT
TAXI 17.50	COCKPIT PRESSURE ALTITUDE	ACTUAL ALTITUDE	(DEG: CENT.)
HOUR			
1 HOUR #300		and the second second second	
HOUR	e jako va kontrol		
P HOURS			
HOUR /020	And the second		
HOURS 1000			
HOUR 9 6			And the second s
Hours 700	the second of th	Marie Carlos Andreas Angelia Carlos C	
HOUR			
5 HOURS 2/5			The same of the sa
HOUR	The American State of the Company of		Management that a second of the second of th
Hours 750	don w 600 to 100 to	dente de la companya	e de la granda de la companya de la Companya de la companya de la compa
HOUR			and the second contraction of the second contract of the second cont
HOURS	The Bush to the second will		en e
HOUR	Color de la color	en e	
HOURS			
HOUR (10	The Proposition of the Control of th	The fig. of the fig. (1) is a second of the fig. (1).	
Hours		and the second of the second o	
HOUR	the second secon	Market State Company	The state of the s
O HOURS	The Mark Mark	n militar services	Bernal oil ealrichions ar Aben Engag

PILOT REPORT (PAS SECRET WHEN ETILED IN)

	CAOP SECRET MIEN LITTED IN)	25X1
PRE BREATHING OXYGE	N MAX COCKPIT ALTITUDE	MISSION NO.
TIME PSI CU. F	T. MAX ACTUAL ALTITUDE BASE	DATE 18 NOV. 60
Normal	TAKEOFF TIME 0835 LZ PIL	OT25X
Noki	LANDING TIME /7/5 Z AIR	CRAFT NO. 343
	TOTAL TIME 8 + 45 SEA	TPACK NO. 16
HARDHAT AND CABLE		
The state of the s		And the second s
HELMET AND BLADDER		Caburgo, commence com elemente de la composición del composición de la composición de la composición de la composición del composición del composición de la composición del
FACEPLATE AND HOSE	the state of the s	FACEPLATE NO.
		14
FACEHEAT AND RADIO	and the second s	To an analysis of the second second
PRESSURE SUIT	S. Maria and Application of the Control of the Cont	SUIT NUMBER
THEOSONE SULI		,
GLOVES AND COVERALL	S	
1		andra a tampa a prima kan gala ya kan kan kan kan kan kan kan kan kan ka
BOOTS	SOCKS	FEET:
· V		
SEATPACK	The state of the s	TOTAL HOURS
INJECTION PRESSURE	PARACHUTE AND	
(1	The state of the state of	· Luci
IAC BACEBLAGE INTAG	CHED DURING THE FLIGHT ? NO	
en e	and the second s	· · · · · · · · · · · · · · · · · · ·
	IN PULLED? YES	en de la companya de
COMMENTS AND/OR REC	OMMENDATIONS	
TEMP	PULSERESP	
WEIGHT : BEFORE FL	IGHT AFTER FLIGHT	Фоложения
HOOKUP BY :		25X1
	PILOT REPORT	BY .
PICKUP BY :	LITOI UCLOUI	U.S. 6

TIME OXYGEN PSI	OXYG	EN CONSUMPTION DAY	PA
HOOKUP 1800	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
HOUR 1400	,	8056	
1-HOUS /200	and the second second second	~	, and the second
HOUR .			
г ноивс /000			
HOTE 940		ALA CAMPANA PARA PARA PARA PARA PARA PARA PARA	
1 HOUS 8 50			
HCTP. 8 26	A		
HOURS 7.80	No. of the second secon	ago yakaran 🗼 - ya dang gana sang - i i i i i i i i i i i i i i i i i i	AREA CONTRACTOR
100n 726			
HOURS 680			
HOUR 6 40	to the second of	year	er de same a ser como en esta de la como en esta de l
HOURS 600			
HOUR.		TRAILER (C)	The second secon
HOURS 500	the last of the la		The state of the s
HOUR 550			
HOURS . 400			
· HOUR		1976 Service Control of the Control	
HOURS			productive state of the
HOUR		Control of the second of the s	
O HOURS	<u> </u>	The second se	
INAL 430			Company of the compan

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

PILOT REPORT

PRE BREATHING OXYGEN MAX COCKPIT ALTITUDE 270 MISSION NO. TIME PSI CU. FT. MAX ACTUAL ALTITUDE 4/0 DATE 18 NOV TAKEOFF TIME 0830 L 2 PILOT LANDING TIME 16 40 2 ALECRAFT NO. 3 4 4 TOTAL CU. FT. TOTAL TIME 8 40 SEATPACK NO. 19 HARDHAT AND CABLE HELMET AND ELADDER FACEPLATE AND HOSE FACEPLATE AND ROSE FACEPLATE AND ROSE FACEPLATE NO. 19 FACEPLA	DATE 18 NOV 60 25 TT NO. 344		UDE 27	T ALTI	MAX COC	C OXYGEN	REATHING	PRE BI
TAKEOFF TIME OR 30 L Z PILOT LANDING TIME /6 4C Z AIRCRAFT NO. 3 4 4 TOTAL CU. FT. TOTAL TIME S: 40 SEATPACK NO. 19 HARDHAT AND CABLE HEIMET AND BLADDER FACEPLATE AND HOSE FACEPLATE AND FACEPLATE NO. 19 FACEPLATE AND COVERALLS BOOTS SOCKS FEET GLOVES AND COVERALLS TOTAL HOURS 84:25 TOTAL HOURS 84:25 TOTAL HOURS 84:25 COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER PLIGHT 25X1	25 TT NO. 3 4 4					A CAPTOTAL		
TAKEOFF TIME OR30 Z PILOT LANDING TIME // 40 Z AIRCRAFT NO. 3 4 4 TOTAL CU. FT. TOTAL TIME S /10 SEATPACK NO. 19 HARDHAT AND CABLE HEIMET AND BLADDER FACEFLATE AND HOSE FACEPLATE NO. 19 FACEFLATE AND RADIO PRESSURE SUIT SUIT NUMBER 19 CHOVES AND COVERALLS EOOTS SOCKS FEET SEATPACK TOTAL HOURS SUIT NUMBER 19 MAS FACEPLATE UNLATCHED DURING THE FLIGHT? NO. MAS EJECTION SEAT PIN PULLED? YES COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP MEIGHT: BEFORE FLIGHT AFTER FLIGHT 25X1	25 TT NO. 3 4 4	O DATE	DE +/0	L ALTIT	MAX ACT	CU. FT.	PSI	TIME
TOTAL CU. FT. TOTAL TIME SHOW SEATPACK NO. 19 HARDHAT AND CABLE HEIMET AND BLADDER FACEPLATE AND HOSE FACEPLATE AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SEATPACK SEATPACK TOTAL HOURS SEATPACK AS EJECTION SEAT PIN PULLED ?	TT NO. 344					1 .		- 1
TOTAL CU. FT TOTAL TIME SEATPACK NO		3			•	10	NOP	
HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE AND HOSE FACEPLATE AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS S'4'.25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD MAS FACEPLATE UNLATCHED DURING THE FLIGHT? NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT	NO 1 "1						114	
FACEPLATE AND BLADDER FACEPLATE AND HOSE FACEPLATE NO. / 9 FACEPLATE NO. // 9 FACEPLATE NO. // 9 FACEPLATE NO. // 9 GLOVES AND COVERALLS ECOTS SEATPACK SEATPACK TOTAL HOURS **S#1.25** INJECTION PRESSURE PARACHUTE AND KIDNEY PAD **AS FACEPLATE UNLATCHED DURING THE PLIGHT ? NO. **AS EJECTION SEAT PIN PULLED ? **\forall S COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT 25X1	K NO.	SEATPACK NO	110	Œ <u></u>	TOTAL I	and the state of t	CU. FT.	TOTAL
FACEPLATE AND HOSE FACEPLATE NO. FACEHEAT AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SOCKS FEET TOTAL HOURS 84.25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT		·				CABLE	AT AND	HARDH
FACEPLATE AND HOSE FACEPLATE NO. PRESSURE SUIT CHOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS S4:25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NO. MAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT 25X1					-			
FACEHEAT AND RADIO PRESSURE SUIT GLOVES AND COVERALLS BOOTS SOCKS FEET TOTAL HOURS SH. 25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT 25X1	And the second second					LADDER	T AND B	HELME'
FACEHEAT AND RADIO PRESSURE SUIT GLOVES AND COVERALIS BOOTS SEATPACK TOTAL HOURS SH: 25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD AS FACEPLATE UNLATCHED DURING THE FLIGHT ? MAS EJECTION SEAT PIN PULLED ? COMMENTS AND/OR RECOMMENDATIONS WEIGHT: BEFORE FLIGHT AFTER FLIGHT 25X1	FACEPLATE NO.	FACE				D HOGE	T A COTO A NO	TA CITE D
GLOVES AND COVERALIS BOOTS SOCKS FEET SEATPACK TOTAL HOURS S4:25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE PLIGHT? NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT , AFTER FLIGHT	19					D HOSE	TWIE WA	FAULP.
GLOVES AND COVERALLS BOOTS SOCKS FEET SEATPACK TOTAL HOURS S4:25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NO NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PUISE RESP WEIGHT: BEFORE FLIGHT , AFTER FLIGHT			······································			RADIO	EAT AND	FACEH
GLOVES AND COVERALIS BOOTS SOCKS FEET SEATPACK TOTAL HOURS 84.25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT, AFTER FLIGHT	entre de Marie de La Carlo de	• •		•		Comment of the second		- 110000
SEATPACK SEATPACK TOTAL HOURS 84:25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NO NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT	SUIT NUMBER	SUIT				T	URE SUI	PRESS
SEATPACK SEATPACK TOTAL HOURS 84:25 INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? NO NAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT	19						e week in a second	
SEATPACK SEATPACK SHIP SHIP STATE TOTAL HOURS SHIP SHIP SHIP PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? WAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT						OVERALLS	s and co	GLOVE
TINJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? WAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT 25X1	FEET	FEET			SOCKS	, /		BOOTS
INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? WAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT 25X1	MODULE WOULD	mo m.					l	
INJECTION PRESSURE PARACHUTE AND KIDNEY PAD WAS FACEPLATE UNLATCHED DURING THE FLIGHT? WAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT	,	TOTA	6.5				ACK L	SEATP
WAS FACEPLATE UNLATCHED DURING THE FLIGHT? WAS EJECTION SEAT PIN PULLED? COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT	0 /	AND KIDNEY	PARACHUTE			क्टलाक्ट <u>क</u>	TON DO	TNTEC
TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT	L.		سسد				LION FIL	TNOEC
TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT 25X1					,			-
COMMENTS AND/OR RECOMMENDATIONS TEMP PULSE RESP WEIGHT: BEFORE FLIGHT AFTER FLIGHT		NO_	T ?	THE FLIC	ED DURIN	E UNLATCH	ACEPLAT	WAS F
TEMP PULSE RESP WEIGHT: BEFORE FLIGHT , AFTER FLIGHT			<u>s</u>	YE	PULLED ?	SEAT PIN	JECTION	MAS E
TEMP PULSE RESP WEIGHT: BEFORE FLIGHT , AFTER FLIGHT				· · · · · · · · · · · · · · · · · · ·	MENDATION	OR RECOM	NTS AND	COMME
WEIGHT: BEFORE FLIGHT, AFTER FLIGHT				*****	p Prompt	en e		
WEIGHT: BEFORE FLIGHT , AFTER FLIGHT 25X1				. ,.	·	<u></u>		7
WEIGHT: BEFORE FLIGHT , AFTER FLIGHT 25X1								
25X1	N-1994-64 100 2019 1100-112	5P	RES	PACE-16-10-10-10-10-10-10-10-10-10-10-10-10-10-	PULSE	and the company of the control of th	· ·	TEMP
HOOKID BY	Printingeries so:	Tr	TER FLIGH	, A	HT	FORE FLIC	T : BE	WEIGH
INCORUL DI A	25X1	25				or of	P BY :	HOOKU
PICKUP BY: PILOT REPORT BY:		OOBT BV .	THE PERSON		-		•	

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

TIME OXYGEN PSI	OXYG	TA .	
hookup /800 Tavli	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
1410UR 1300			
LKOR		+10	
# HOUR 1200			
2 HOURS //06		+10	\$
₹ HCUR			11.5
3 FOJOS (006		+10	
1 HCUR 935		+10.	
4 HOURS \$56			
5 HOURS 800		+10.6	
3 HOUR 750	the second of the second of the second	House the same	
6 HOURS 700		+10	
HOUR 650			
7 FOURS 600		7.10.4	
1 HOUR 576	Val. and any	A William Control	
8 HOURS	and they was a second of	e de la companya de l	- UN 12
9 HOURS			
HOUR .			
10 HOURS		MATERIAL STATE OF THE STATE OF	
FINAL LOO		A third for a large and a second	

PILOT REPORT (TOP SECRET WHEN FILLED IN)

MAX COCKPIT ALTITUDE MAX ACTUAL ALTITUDE TAKEOFF TIME OKS	Basto, o	MISSION NO	<u>60</u>
TAKEOFF TIME OK3		DATE 16 20 0	
	OLZ PILOT_		
LANDING TIME 170	S & Z AIRCRAF	T NO. 344	
• • • • •			
			Marketin Contract
	en Salaria de La Caractería de	the second of the contract of	
	en e	And the second s	
		FACEPLATE NO.	
	to a state of the property of the same	45	
	et with the legal of the second	n in after a feet, esc. I a la l	er en Maria
		SUIT NUMBER	
S	e e e e e e e e e e e e e e e e e e e	45-2	gr ⁱ .
A 1 4500	e en	Control office and second	
OCKS		FEET	
	rasira y sejese sejes	TOTAL HOURS	
TP/	RACHUTE AND KI		• •
the second section of the sect	•	A CONTRACTOR OF THE PARTY OF TH	
	? <u>No</u>		
NDATIONS			
A CONTRACTOR OF THE CONTRACTOR	The second second	State of the State of Landing	
en e			
PULSE ******	RESP	A TOTAL CONTROL OF THE STATE OF	
	CR FLIGHT		
	ER FLIGHT	25X1	
	TOTAL TIME 87	TOTAL TIME \$ 735 SEATPACE DOCKS PARACHUTE AND KIT DO DURING THE FLIGHT? PULLED? ENDATIONS	FACEPLATE NO. 93 SUIT NUMBER 45-2 OCKS FEET TOTAL HOURS 87.3 \$ PARACHUTE AND KIDNEY PAD D DURING THE FLIGHT? PULLED?

HOOKUP /8.25						
HOOKUP /8.25	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)			
HOUR 14 10		BASE				
1 HOUR /250						
FOUR 1/86	***					
2 HOURS // ZO						
HOUR / 055	1	er en				
HOURS 790						
HCUR 925		,				
HOURS 860	en e					
JOUR 796						
HOURE 236						
HOUR 675			ti de la companya de			
HOURS 612						
HOUR 5 60			2			
HOURS 486						
HOUR 420						
HOURS 3 CO		V				
HOUR		er kirk i en kirke w	en e			
HOURS						
HOUR						
o hours	entrance and a second a second and a second		A Committee of the Comm			
PINAL 450		Salver I & Company				

PILOT REPORT (TOP SECRET WHEN FILLED IN)

		minoro - G	/ мл	SSION NO.	
PRE BREATHING OXYGEN	MAX COCKPIT ALTI	TODE 7			
TIME PSI CU. FT.	MAX ACTUAL ALTIT	UDE + /a	0 DA	TE 16 N	OV 60
SAME TO ALL	TAKEOFF TIME O 5	x 3 5 / Z I	PILOT		
Norm					4 2
Market and the second s	LANDING TIME /				-
TOTAL CU. FT.	TOTAL TIME %	120 s	SEATPACK	NO	4
HARDHAT AND CABLE				t en	7 TAN
		i i i i i i i i i i i i i i i i i i i	to metalistic gargana	enterentente era era era era era era era era era er	ndem na neghran re, ajóa - Jen - Jelágra
HELMET AND BLADDER	Commence of the Commence of th	or consistence was a sunger of surger	er is med a military as	場点の100mm - 200種類形成ましょ	
FACEPLATE AND HOSE	į		F A	CEPLATE NO	* Marie and Comments
PACIFICAM AND BADTO				<u> </u>	er werenings
FACEHEAT AND RADIO	grand and the second of the se	5. 分子 5. 四年	and the second section of the second	ren en la la Companya de la companya	CONTRACTOR AND A CONTRACTOR OF THE CONTRACTOR OF
PRESSURE SUIT	:		l si	IT NUMBER	
and the second s	and the state of t	one of the second of the second			
GLOVES AND COVERALLS	and the second s	and the second s	en e	<u>చ్చ</u> ా	2
	SOCKS		- विकास	 A.S. to a succession of suppositions. 	
	SOCKS		FF	・ ET	
	SOCKS		And the second	ET TAL HOURS	
BOOTS	SOCKS		And the second	ET	
BOOTS	SOCKS	PARACHUTE A	And the second	ET TAL HOURS)6
BOOTS SEATPACK	SOCKS	PARACHUTE A	TC	et Tal hours)6
BOOTS SEATPACK INJECTION PRESSURE			TO AND KIDNE	ET TAL HOURS)6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE	ED DURING THE FLICH		TO AND KIDNE	ET TAL HOURS)6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE WAS EJECTION SEAT PIN	ED DURING THE FLICH		TO AND KIDNE	ET TAL HOURS)6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE	ED DURING THE FLICH		TO AND KIDNE	ET TAL HOURS)6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE WAS EJECTION SEAT PIN	ED DURING THE FLICH		TO AND KIDNE	ET TAL HOURS)6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE WAS EJECTION SEAT PIN	ED DURING THE FLICH		TO AND KIDNE	ET TAL HOURS)6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE WAS EJECTION SEAT PIN COMMENTS AND/OR RECOMM	ED DURING THE FLICH		AND KIDNE	ET TAL HOURS)6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE WAS EJECTION SEAT PIN COMMENTS AND/OR RECOMMENTS AND/OR REC	ED DURING THE FLIGHT PULLED ?	TT ? NO	AND KIDNE	ET TAL HOURS 99: ()6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE WAS EJECTION SEAT PIN COMMENTS AND/OR RECOMMENTS AND/OR REC	ED DURING THE FLIGHT PULLED ?	RESP	AND KIDNE	ET TAL HOURS 99: ()6
BOOTS SEATPACK INJECTION PRESSURE WAS FACEPLATE UNLATCHE WAS EJECTION SEAT PIN COMMENTS AND/OR RECOMMENTS AND/OR RECOMMENTS AND/OR RECOMMENTS	ED DURING THE FLIGHT PULLED ?	RESP	AND KIDNE	ET TAL HOURS 99: ()6

2000		THE CONTRACTOR TOR	νη Α
TIME OXYGEN PSI	OX XG	EN CONSUMPTION DA	1A
ножир / 8. 60	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
TAXI	ALITIONS	ACTUAL ALITICOL	
HOTR 1305			
1 HOUR /200		14,3	
FOR			The first space of
2 HOURS 1050		15,7	
HOUR	and the second s	The second secon	the state of the s
3 HOURS 906		10,2	
HOUR			
4 HOURS 850		16.9	
loun.			
5 HOURS 806		17,7	
} HOUR	en de descripción de la companya de	and the second s	en er
6 HOURS 700		18.1	
HOUR			
7 HOURS 625		19.8	The state of the s
1 HOUR			·
\$ HOURS	•		and the state of t
HOUR			the second control of
HOURS			
HOUR	the second second	A Company of the Comp	1
LO HOURS	, the company		
PINAL 575		received the second	t and the second of the second

A MARINE TO STATE OF MARINE ST

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3 PILOT REPORT (ROP SECRET WHEN FILLED IN) 25X1 MAX COCKPIT ALTITUDE 28.5 MISSION NO. PRE BREATHING OXYGEN MAX ACTUAL ALTITUDE + 17 DATE 15 NOU PSI CU. FT. TIME 25X1 TAKEOFF TIME / XOO L Z PILOT_ MORM LANDING TIME 6/60 L Z AIRCRAFT NO. 344 TOTAL TIME 7/00 SEATPACK NO. 20 TOTAL CU. FT. HARDHAT AND CABLE HELMET AND BLADDER FACEPLATE NO. FACEPLATE AND HOSE 20. FACEHEAT AND RADIO SUIT NUMBER PRESSURE SUIT GLOVES AND COVERALLS FEET SOCKS BOOTS TOTAL HOURS SEATPACK 25X1 PARACHUTE AND KIDNEY PAD INJECTION PRESSURE WAS FACEPLATE UNLATCHED DURING THE FLIGHT ? NES WAS EJECTION SEAT PIN PULLED ? YES COMMENTS AND/OR RECOMMENDATIONS ABORTED DUE TO GEN, MALFUNETION FIT PULSE TEMP WEIGHT: BEFORE FLIGHT , AFTER FLIGHT 25X1 HOOKUP BY: PILOT REPORT BY : PICKUP BY :

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

	•				
TIME OXYGEN PSI	OXYGEN CONSUMPTION DATA				
1800	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)		
TAKI 1700	ALTITUDE	" . "			
₹ HOUR					
1 HOUP.					
3 BOUR			NAT 1		
2 house.	ang and who	And the second s			
1 HOUR	to the second se		***		
3 HOURS					
hour	A, 1860				
4 House	• · · · · · · · · · · · · · · · · · · ·				
F HOUS					
5 HOURE			The state of the s		
) HOUR		a the second of the second of the second	A COMPANY CONTRACT OF THE CONT		
6 HOURS					
HOUR					
7 HOURS					
⅓ HOUR			· ·		
8 HOURS					
} HOUR		. Pacific Committee Commit			
9 HOURS			Secretary of the second of the		
HOUR					
10 HOURS		e a se estado e			
FINAL 800	and the second second second				

PILOT REPORT (TOP SECRET WHEN FILLED IN)

25X1

PRE BREATHING OXYGEN	MAX COCKPIT ALTI	TUDE	MISSION NO
TIME PSI CU. FT.	MAX ACTUAL ALTIT	UDE	DATE 15 NOV 60
	TAKEOFF TIME	K30 L Z PILOT	-
			AFT NO. 5'4'
TOTAL CU. FT.			ACK NO. 55
HARDHAT AND CABLE			
And the second second			
HELMET AND BLADDER		the state of the s	energy of the control
TO THE AND WOOD			FACEPLATE NO.
FACEPLATE AND HOSE	e e e e e e e e e e e e e e e e e e e		55
FACEHEAT AND RADIO			33
PACEMENT AND MADIO		And the second of the second	to the second
PRESSURE SUIT			SUIT NUMBER
	· · · · · · · · · · · · · · · · · · ·	the state of the s	55
GLOVES AND COVERALIS			
BOOTS	SOCKS		FEET
SEATPACK		gerseer van ja van de s	TOTAL HOURS 90:46
INJECTION PRESSURE		PARACHUTE AND I	
and the second second	e e e e e e e e e e e e e e e e e e e	e e e	
WAS FACEPLATE UNLATCH	PULLED ?	GHT ? 11 45 4	
COMMENTS AND/OR RECOM	MENDATIONS		
* * **********************************		and the second s	the constant of the second
TEMP	PUISE	RESP	
WEIGHT : BEFORE FLIC	HT,	AFTER FLIGHT	A STATE OF THE PARTY OF THE PAR
HOOKUP BY :			25X1
PICKUP BY :		PILOT REPORT B	Y :

TIME	OXYGEN PSI	OXYGEN CONSUMPTION DATA			
HOOKUP 1875		COCKPIT PRESSURE ALTITUDE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)	
HOUR				:	
1 Hous	1225				
<u> </u>	1100				
2 HOURS	. 4 8 6 6 5 W		at in green		
b HOUR	430			to the second se	
3 FOUR					
HOUR.	S. C.O.				
4 Hours			<u> </u>		
F HOUR					
5 HOURE					
HOUR					
6 HOURS					
HOUR					
7 HOURS		A STATE OF THE STA			
HOUR				a de mario escar de la companya y la companya de l	
HOURS					
HOUR	Marine Marine				
HOURS					
HOUR	And the second second				
O HOURS	er en ar oak lier in 'e oak en oag ge				
INAL	200	The second secon		randra <u>Ba</u> tta det in elektrologika in ald	

PILOT REPORT (TOP SECRET WHEN FILLED IN)

25X1

HE BREATHING OXYGEN	MAX COCKPIT ALTI	rude 27, 2	MISSION NO.
IME PSI CU. FT	-MAX ACTUAL ALTIT	JDE +/0, a	DATE 14 NOV GO
	TAKEOFF TIME OS	ZZ Z PILOT	25X1
			AFT NO. 344
LOGIAT OUT TO	TOTAL TIME &		ACK NO. 45
OTAL CU. FT.	TOTAL TIPE	J. J. CORTI	
ARDHAT AND CABLE			
ELMET AND BLADDER			en e
ELMET AND BLADDER	entre de la companya de la companya La companya de la companya de	The second secon	the second in the white was surely wanted to
ACEPIATE AND HOSE			FACEPLATE NO.
· · · · · · · · · · · · · · · · · · ·	inger Die State German der German der State de Die State der State	and the second s	45
PACEHEAT AND RADIO	· · · · · · · · · · · · · · · · · · ·	Market Control of the	
· · · · · · · · · · · · · · · · · · ·			
RESSURE SUIT			SUIT NUMBER
TANKA IND ANADATA		and the second s	45-2
LOVES AND COVERALLS	and the second s	and the state of t	The second of the second secon
BOOTS	SOCKS		FEET
borner	And the second s	to the second	
DEATPACK		in the second se	TOTAL HOURS
	A	- 34	79:00
NJECTION PRESSURE		PARACHUTE AND K	IDNEY PAD
			oder og skarten.
AS FACEPLATE UNLATCH	ED DURING THE FLIG	HT ? _ No_	en e
AS EJECTION SEAT PIN	PULLED ? YE	<u>.s</u>	
OMMENTS AND/OR RECOM			
	Constitution of the Consti	en e	
and the same of th			
		The state of the s	and a configuration of the angular configuration and a configuration of the configuration of
The second secon	PULSE	RESP	The state of the s
EMP			
	HT, A	FTER FLIGHT	The Control of the Co
EMP ÆIGHT : BEFORE FLIGH HOOKUP BY :	HT sourcestain A	FTER FLIGHT	25X1

HOOKUP 1825	COCKPIT PRESSURE		UNCORRECTED OAT
TAXL	ALTITUDE	ACTUAL ALTITUDE	(DEG. CENT.)
HOUR /300			
1 4099 /256		+10	
\$ FOUR 11-3 6			
2 HOURS 1020		+10	
1 HOUR 975			Marie Marie Value
3 FOUR 900		710	
1 HOUR 850			the Marian State of the second section of the second section of
4 Hours 800	And the second of the second o	716	tana di seria di ser Seria di seria di se
1000 780			
HOURS 7 56		410	Protest of the second
HOUR 700	of the second of	· · · · · · · · · · · · · · · · · · ·	to the state of th
NOURS 680		A. 10	
HOUR 62.0			
HOURS 600	*	of O	was a second consistent sould
HOUR 560			
HOURS			
HOUR	Commission of the Commission o		
HOURS			
HOUR		And the second s	
O HOURS			

	PILOT SECRET W	REPORT HEN FILLED IN)	25X1	
PRE BREATHING OXYGEN	MAX COCKPIT ALT	ITUDE 078	MISSION NO.	
TIME PSI CU. FT.	MAX ACTUAL ALTI	!	DATE 14 NOV 60	-
) 830 LZ PILOT		25X
			AFT NO. 378	
Special security of the second security of the second seco				
TOTAL CU. FT.	TOTAL TIME 3	→ 30 SEATE	ACR NO.	
HARDHAT AND CABLE			 State of the second seco	
HELMET AND BLADDER		and the second s	and surfiger to the second	
WITHEL WAN DIVIDER			ti sata ita ya kangari ka Maraja kana Amaraja ya kana ka	
FACEPIATE AND HOSE			FACEPLATE NO.	
radio a Majara Maina a Kalendari Kabupatèn Kabupatèn Majara		en e	20	
FACEHEAT AND RADIO			to the second second second second	
Boncaron Oute			SUIT NUMBER	
PRESSURE SUIT	ing a second control of the second control o	and the second s	3022	
GLOVES AND COVERALLS		***		
The second secon	Control of the contro		The state of the design of the state of the	
BOOTS	SOCKS		FEET	
The second secon			TOTAL HOURS	
SEATPACK	Specification of the second se		123:25	
INJECTION PRESSURE		PARACHUTE AND K	The state of the s	
(1			en e	
Control of the Contro	TO DUDTAY OUT TOT	Num o Ma		
WAS FACEPLATE UNLATCH	· · · · · · · · · · · · · · · · · · ·	Gni :		
WAS EJECTION SEAT PIN	PULLED ?			
COMMENTS AND/OR RECOM	MENDATIONS Autoria	naint.		
The proof BORISTIE		en e	en de la companya del companya de la companya del companya de la c	
en e			e de la companya de l	
TEMP	PULSE	RESP		
WEIGHT : BEFORE FLIG	HT .	AFTER FLIGHT	·	
HOOKUP BY :			25X1	
		PILOT REPORT BY		
PICKUP BY:	The second secon	FILLUT REPURT B	k 2	

The second secon

	ORRECTED OAT DEG. CENT.)
Market Same and the same and th	
	\$11.00 \$
No. of the last of	Ma
	All Andrews and the second sec
The state of the s	
	Control of the Contro
	Alt
Simple of the second of the se	A Manager
100	-
	, .
amount of the second of the se	

PILOT REPORT (SECRET WHEN FILLED IN)

25X1

	•	
PRE BREATHING OXYGE	N MAX COCKPIT ALTITUDE 28.	MISSION NO
TIME PSI CU. F	T. MAX ACTUAL ALTITUDE 180	DATE 12 NOV 60
	TAKEOFF TIME Z F	PILOT25X
	LANDING TIME Z A	AIRCRAFT NO. 344
TOTAL CU. FT.		SEATPACK NO. 19
HARDHAT AND CABLE		EATTAON NO.
THRIDDIAL AND CABLE		The second secon
HELMET AND BLADDER		and the second s
	Andrew Communication of the Co	work of the state
FACEPLATE AND HOSE		FACEPLATE NO.
EV CENTEV OF A NO. DADES	and the second s	19
FACEHEAT AND RADIO	at a state of the second of th	
PRESSURE SUIT	31	SUIT NUMBER
	The second second second	19
GLOVES AND COVERALLS		
BOOTS	SOCKS	FEET
Control		77B
SEATPACK	and the second s	TOTAL HOURS
INJECTION PRESSURE	PARACHUTE AN	76:15 VD KIDNEY PAD
V	PARACHOTE AN	FOSTS AIR
WAS FACEPLATE UNLATO	HED DURING THE FLIGHT ?	
WAS EJECTION SEAT PI	N PULLED ?	
COMMENTS AND/OR RECO	MENDATIONS	
1.52		
		The second of th
TEMP	PULSE RESP	
EIGHT : BEFORE FLIC		
HOOKUP BY: 25X1		25X1
CONOI DI .	The second secon	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
PICKUP BY:	PILOT REPORT	BY:

1

TIME OXYGEN PSI -	OXYG	EN CONSUMPTION DA	TĄ :
HOOKUP	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
HOUR			
1 Hous /3 90		13.5	
1306 T306			
2 HOURS /256	avegrassificate	14,3	
HOUR 1200			
3 FOUTS 1/56		15.1	
HOUR	,		Mark Control of the C
, Hours			The state of the s
. лопъ. 1000 го	and the second s		
HOURE 950		15.7	
HO#8: 900		e en	
HOURS	and the second s		
HOUR,		د چې د د د د د د د د د د د د د د د د د د	The first first special of the first section is
HOURS	The state of the s	en britanis de la companya de la co	The second secon
ноча		and the second s	
HOURS		And the second s	
HOUR	er og er		and the second of the second o
HOURS	n yeur cyptace republy	and the second second	
HOUR			eritore e la companya de la companya del companya del companya de la companya de
O HOURS			7.5
INAL _275		, as a second	a san a

		(SECRET WH	EN FILLED	IN)	25X1	
	PRE BREATHING OXYGEN	MAX COCKPIT ALTI	TUDE	<u>0</u> _1	MISSION NO.	
\$ 00 m	TIME PSI CU. FT.	MAX ACTUAL ALTIT		PILOT	DATE / 2 NO	<u>v 6</u> 0 25X
, ,					T NO. 344	 -
. •		LANDING TIME				
	TOTAL CU. FT.	TOTAL TIME 67	40	SEATPAC	K NO.	
	HARDHAT AND CABLE	e o tot Monor e populare i septembrio. S	*			
	HELMET AND BLADDER					
•				Andreas and the second second		
	FACEPLATE AND HOSE		· ·		FACEPLATE NO.	
				4-1	14	<u> </u>
	FACEHEAT AND RADIO		I .			
	PRESSURE SUIT		<u> </u>		SUIT NUMBER	
		Spar			16	
	GLOVES AND COVERALIS			P4	e de la companya de l	
	BOOTS	SOCKS			FEET	
	SEATPACK				TOTAL HOURS 37:05	
	INJECTION PRESSURE		PARACHUTE	AND KID	NEY PAD	
5X1			-		kunooni	
	WAS FACEPLATE UNLATCH	ED DURING THE FLIC	HT? No			
	WAS EJECTION SEAT PIN	PULLED ? /2	<u>Σ</u>		ere en	
	COMMENTS AND/OR RECOMMEND DELAYED 3	MENDATIONS MINIS DUE	70 P.	E.		
			ere.	ngge Engle	ing and the second of the seco	the second of the second
	TEMP	PULSE	RES	P		:
	WEIGHT : BEFORE FLIG	HTA	FTER FLIGH	т		
	HOOKUP BY: 25X1			i p	25X1	
	PICKUP BY:		PILOT REP	ORT BY :		was and a single second

TIME OXYGEN PSI	OXYG	'A	
HOOKUP	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
3 HOUR 13 00	* N. 19	12.0	
1 HOUR /380		1.36	
1286			
2 HOURC 1200		14.9	
1 HOTE // 70			
3: HOUTS // 6 6		15.8	
HOUR /056	- 2		
4 HOURS		16.9	
1 110mm 980	e e enu sur		
5 HOURS 926		17.4	
HOUR SSO			Maria de la companya
6 Hours	· · · · · · · · · · · · · · · · · · ·		<u> </u>
HOUR.	erre e e		
Hour.	t in a constant		
HOURS HOUR	The state of the s	No. 10 Control of the	
9 HOURS	The second of th		
HOUR		en e	
LO HOURS		we are a second of the second	
FINAL /OSO			<u>Language</u>

	(TOP SECRET WHEN I	'ILLED IN)	25X1	
PRE BREATHING OXYGEN	MAX COCKPIT ALTITUDE	29.5	MISSION NO.	
TIME PSI CU. FT. 1	MAX ACTUAL ALTITUDE	17.4	DATE 7 NOF	40
	TAKEOFF TIME 5700	Z PILOT		25X
	LANDING TIME / 7	,	FT NO. 3	
Newson and approximately server and the server	TOTAL TIME 8420		CK NO. 45	
HARDHAT AND CABLE		***		A SALE OF
	tina in the state of the state	Service Committee Co	e i de Amparatoria de la comparatorio del la contractiva de la contractiva del la contractiva del la contractiva de la contractiva de la contractiva del la contractiva de la contractiva de la contractiva del la contract	and in section is
HELMET AND BLADDER			and the said of the said of the said of the said	een
FACEPLATE AND HOSE	· · · · · · · · · · · · · · · · · · ·		FACEPLATE NO.	
	A CONTRACTOR OF THE CONTRACTOR	tina est a marina de la compania de La compania de la co	45	· · · · · · · · · · · · · · · · · · ·
FACEHEAT AND RADIO	and Maria and Artificial Control	en en en en en en en en	in the second of	
PRESSURE SUIT		· 4	SUIT NUMBER	
THEODOIDS GOTT	in the state of th		SULI NUMBER	
GLOVES AND COVERALIS BOOTS SOC	KS		FEET	** **
Land Land	Lucian	reservations	American State of the Control of the	
SEATPACK	Andrew Communication of the Co	and the second control of the second control	TOTAL HOURS 71:25	. 4 #3 1, 2
INJECTION PRESSURE	PAR	ACHUTE AND KI	NEY PAD	
And the second second			The state of the s	<u> </u>
WAS FACEPLATE UNLATCHED	DURING THE FLIGHT ?	NO	and the second of the second o	
WAS EJECTION SEAT PIN PU	LLED ? Y/S		the state of the s	
COMMENTS AND/OR RECOMMEN	DATIONS			
A Common Com	And the second s	* *	e e e e e e e e e e e e e e e e e e e	· 184.
The state of the s	and the second s	actors 	Charles of the Control of the Contro	
TEMP	PULSE	RESP	Committee of the second of the	
WEIGHT : BEFORE FLIGHT	, AFTER	FLIGHT_		
HOOKUP BY :		• • • • • • •	25X1	
PICKUP BY :	PILO	T REPORT BY :		
			- "	

HOOKUP 1900	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
HOUR 1480	THE A	12, 25,	
1.4608 / 3.90			
1 HOUR 1296			
2 HOURS 1 2 10		1475	
} HOUR 1190			
3 ROUTS 775 3		14, 6	
HCTP. //00			
4 HOURS /050	And the second s	A house from	The second of th
Joun 1050			
5 HOURS /000		· +4.9	100 m
HOUR 790	100		
6 hours 960	and the second of the second o		The second of th
HOUR 🥍 🍮		16.3	15 30000
7 HOURS 996		f lo.	
HOUR 8 4 6		17.4	
S HOURS 200	en e meter e e e e e e e e e e e e e e e e e e		The second secon
HOURS	<u> </u>		
Hour		· · · · · · · · · · · · · · · · · · ·	en en er en
LO HOURS			
FINAL _ 790			The second secon

		ilot repor Et when fi		IN)		25X1	
RE BREATHING OXYGEN	MAX COCKPIT	ALTITUDE_	29	george Filogo	MISSIO	N NO.	
TME PSI CU. FT.	MAX ACTUAL	ALTITUDE	30.	٥	DATE	5 NOV	60
13.11.	TAKEOFF TIM						- Lawrence
	LANDING TIM	***************************************				343	
OTAL CU. FT.	TOTAL TIME_				2	-	¥₹ ⁹⁷ *
ARDHAT AND CABLE							
Land			+ 1 A 1/2 .	91. 111	elika sasayan da ya	TT T WE EMPLY A TWO IS A LOOKEN	i Maria ya kasari
ELMET AND BLADDER	, e - > - +	e e e e e e e e e e e e e e e e e e e		var i	energy in the second	elin permanent y se	* * * * * . *
ACEPIATE AND HOSE					FACEPI	ATE NO.	
The Land of the Control of the Contr	i Comercia e especiales.			gra .		55	
ACEHEAT AND RADIO				e e		Krolinea (m. 1920). 1	a er sør, i a
PRESSURE SUIT			· ; • · · · · · ·		SUIT N	UMBER	1944
L. L.		ene .	y ese e			55	
LOVES AND COVERALLS		The same of the sa			Michael Reserved	Arm in the section	
SOOTS S	OCKS	L			FEET		
EATPACK			ner.	NA HARA	TOTAL	hours -85	:06
NJECTION PRESSURE	e de la companya de l	PARA	CHUTE	AND K	DNEY PA	D	
The second secon	to the well would be a second or a second						
AS FACEPLATE UNLATCHE	D DURING THE	FLIGHT ?	N	<u> </u>	. 4 -	ere	erana 🐠
AS EJECTION SEAT PIN	PULLED ?		ier i in in en en e		, , , , , , , , , , , , , , , , , , ,		
COMMENTS AND/OR RECOMM	ENDATIONS	A Property of	l N	§ De	EA R	eake A	CTUAT
Late to Due				~ ** ***		TO THE STATE OF TH	
And the second s	e e garage de la companya de la comp La companya de la co	and the second of the second o		- # quifig.		A second and the second and the second	ermony and a
'EMP	PULSE	and the second s	RES	P	Andrew Commencer		*
EIGHT : BEFORE FLIGH	T	_ , AFTER	FLIGH	April 10	0.53/4	-	
Mention of the Control of the Contro					25X1	,	
HOOKUP BY :							

TIME OXYGEN PSI	OXYG	EN CONSUMPTION DA	TA
HOOKUP	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
1 HOUR /390		12.8	(A)
1 HÖÜR / 2.50		13.0	
\$ 50UR 1180		13.7	
2 HOUSE 1/00 3 HOUSE 1/00			
3 HOUTS / 000		14.8	
₹ HCUE: 950			
4 FOUR 700		15.6	
5 HOURS 800		1.6.8	
1 HOUR 7.95	A LATE OF STREET STREET	and the second s	
6 HOURS Zoo	14. 14. 14. 14. 14. 14. 14. 14. 14. 14.	17.7	The state of the s
HOUR 680	and the most of the following	19.4	
HOUR	and the control of th	gram gram and grammar	A Company of the Comp
8 HOURS	grant ver a series and series series	20,0	
HOUR			1
9 HOURS		en e	
10 HOURS	AND FAMILIAN FAMILIAN AND AND AND AND AND AND AND AND AND A		
final 6 so	Secretary Secretary Secretary	and the second second	e construction of the cons

	PILOT REPORT (TOP SECRET WHEN FILLE	ED IN) 25X1
PRE BREATHING OXYGEN	MAX COCKPIT ALTITUDE	20/(1
TIME PSI CU. FT.		200 DATE 5 NOV 60
and the second of the second o	TAKEOFF TIME OROS (
and the same of th	LANDING TIME	- In the second
TOTAL CU. FT.	TOTAL TIME 5 2 2 6	Z AIRCRAFT NO. 3 3 3 SEATPACK NO.
HARDHAT AND CABLE		
Control of the second	The same of the sa	Statement of the State of the S
HELMET AND BLADDER	and the second s	
FACEPLATE AND HOSE		FACEPLATE NO.
- 181 30 L	the state of the s	2-6
FACEHEAT AND RADIO	the second of the theory of the second of th	
PRESSURE SUIT		SUIT NUMBER
	the state of the s	2.0
GLOVES AND COVERALIS BOOTS		And the second s
	CKS	FEET
SEATPACK	Carrier and a second of the se	TOTAL HOURS
INJECTION PRESSURE	121212	119:55
L	PARACHUTE	AND KIDNEY PAD
WAS FACEPLATE UNLATCHED	DURING THE FLIGHT ?	
WAS EJECTION SEAT PIN PU	LLED ?	Secretary of the secretary of the second of
COMMENTS AND/OR RECOMMEN	DATIONS	Francisco Company Comp
to the second	108 Frederic Born Company Commence of the Comm	
Marie and the second of the second	Marine an organization of the control of the contro	And the second s
TEMP	PULSERESF	P
VEIGHT: BEFORE FLIGHT_	, AFTER FLIGHT	T source
HOOKUP BY :		25X1
PICKUP BY :	PILOT REPO	
25X1	•	

time oxygen psi	OXYGEN CONSUMPTION DATA		
HOOKUP /800	COCKPIT PRESSURE ALTITUDE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
HOUR			
The William Control	Andrew Market (1985)		
Hour 200			
2 Hours			
HOUR //06			
3 ACUTS	Nation 1.		
HOUR)			
4 HOURS		Value of the second	
Jour 1	eren eren eren eren eren eren eren eren		
5 HOURS			St. Mayor
HOUR S 5 6	The Maria Control of the Control of		
6 HOURS 80 6	and the second of the second of	· · · · · · · · · · · · · · · · · · ·	
HOUR			
7 HOURS 7/6	the second of th		the second secon
HOUR 1/25		e de la companya de l	
8 HOURS			
HOUR			
9 HOURS	ening the Louis sum of the		
HÓUR		*************************************	
LO HOURS		and the second s	
FINAL _USO_			Service Assessment Assessment Assessment

Control of the state of the sta	PILOT	r report			1
	(TOP SECRET V	VHEN FILLED IN		25X1	And A
PRE BREATHING OXYGEN	MAX COCKPIT ALT	PITUDE 38.5	MISSION	NO.	
TIME PSI CU. FT.	MAX ACTUAL ALTI	TUDE 19.3	DATE	Nov E	20
The second second	TAKEOFF TIME O				
	LANDING TIME			378	
TOTAL CU. FT.	TOTAL TIME 8		* a		
HARDHAT AND CABLE					
	A Sugar	اد از این			
HELMET AND BLADDER .			e e e e e e e e e e e e e e e e e e e		
	41		Sign of the state	A contract of the second	
FACEPLATE AND HOSE	<u> </u>		FACEPLA	E NO.	
	Marian Company	and the second second second		L.F.	
FACEHEAT AND RADIO					
				A company of the second	•
PRESSURE SUIT	*** s		SUIT NUM	BER	
78: W.					
GLOVES AND COVERALLS					·
BOOTS	OCKS.		FEET		-
	OCKS		FEET TOTAL HO	IIDC	
BOOTS SO	ocks.		FEET TOTAL HO	IIDC	-
BOOTS SO SEATPACK INJECTION PRESSURE	OCKS.	PARACHUTE AND	FEET TOTAL HO		
BOOTS SO	CKS	PARACHUTE AND	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE		Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE	DURING THE FLIG	Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE VAS FACEPLATE UNLATCHED VAS EJECTION SEAT PIN PR	DURING THE FLIG	Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE	DURING THE FLIG	Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE VAS FACEPLATE UNLATCHED VAS EJECTION SEAT PIN PR	DURING THE FLIG	Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE VAS FACEPLATE UNLATCHED VAS EJECTION SEAT PIN PR	DURING THE FLIG	Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE VAS FACEPLATE UNLATCHED VAS EJECTION SEAT PIN PR	DURING THE FLIG	Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE VAS FACEPLATE UNLATCHED VAS EJECTION SEAT PIN PR	DURING THE FLIG	Lorenza	FEET TOTAL HO	IIDC	
BOOTS SO SEATPACK INJECTION PRESSURE VAS FACEPLATE UNLATCHED VAS EJECTION SEAT PIN PROMISENTS AND/OR RECOMMENTED	DURING THE FLIGULLED ?	HT ?	FEET TOTAL HO	IIDC	
SEATPACK INJECTION PRESSURE VAS FACEPLATE UNLATCHED VAS EJECTION SEAT PIN PROMISENTS AND/OR RECOMMENT	DURING THE FLIGULLED ?	HT ?	FEET TOTAL HO	IIDC	

TIME OXYGEN PSI	1	EN CONSUMPTION DA	• 4.4.
HOOKUP / 773	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
HOURY CONTRACT		+12	
1 HOUR 1200		13.5	
A ROUR			
2 HOURS 1	in the second of the second	14:1	A Company of the Comp
} FOUR			
3 HOUS -		14.8	
HCTP 900		. 19.4s	
4 Hours 250		15.4	
Lioun S.20	, to grow grant of the state of	e S Brown op 2 A FF 84	
HOURS S.CO.	ga, e i i uderspielde, e e	·······/ 6 . 5	
нойя, 🥱 500	e e e e e e e e e e e e e e e e e e e		
Hours 700	Company improve the District of	17.4	
HOUR 650	a year property and the second		
HOURS LOO		18.3	They have be a second of the s
HOUR 580	grange was as the Section 1977 Section 19		
HOURS 530		19.3	e de la companya de l
HOUR	6.00 Company of the company of the c		
HOURS	1. · · · ·		
HOUR	The state of the s	r i r r r r e de la composition della compositi	
HOURS			The Man Constant of the Consta

PILOT REPORT (POP SECRET WHEN FILLED IN)	25X1
79 5	MISSION NO.
TIME PSI CU. FT. MAX ACTUAL ALTITUDE 19.5	25X
0405 1300 145 TAKEOFF TIME 0800 L Z PILOT	
LANDING TIME 1625 LZ AIRCR	
TOTAL CU. FT. TOTAL TIME 8+25 SEATP	ACK NO. 16
HARDHAT AND CABLE	
HELMET AND BLADDER CUT 1/16 INCH OFF BLAD	DER
FACEPLATE AND HOSE	FACEPLATE NO.
FACEPLATE AND HOSE	16
FACEHEAT AND RADIO	
	in the second
PRESSURE SUIT	SUIT NUMBER
	16,
GLOVES AND COVERALLS	
BOOTS SOCKS	FEET
SEATPACK	TOTAL HOURS
	30:25
INJECTION PRESSURE PARACHUTE AND K	LIDNEY PAD
25X1	
WAS FACEPLATE UNLATCHED DURING THE FLIGHT ?	
WAS EJECTION SEAT PIN PULLED ? YES	and the second of the second
COMMENTS AND/OR RECOMMENDATIONS	
COMMENTS AND/OR RECOMMENDATIONS	
TEMP PULSE RESP	
WEIGHT: BEFORE FLIGHT , AFTER FLIGHT	and production.
HOOKUP BY :	25X1
ner on appone n	Y •
PICKUP BY : PILOT REPORT B.	* . *

HOOKUP 1800	COCKPIT PRESSURE		UNCORRECTED OAT
TAKT +3	ALTITUDE	ACTUAL ALTITUDE	(DEG. CENT.)
1340 1340			
1 BNR /2 20			
\$ HOUR 1125		1,000	THE STATE OF THE S
2 HOURS /050	an anna daga daga daga an anna an		
\$ 10UR 1010		And the second s	
3 FOURS 9 5 0			
1 HOUR 928			
4 HOURS 275			
1 HOUR 830	A Ant a son		
5 HOURS 78-0			
1 HOUR 75-0			
6 HOURS 700	e ethin e et l'accession e		
HOUR 6.50			
7 HOURS 6 / 6	to the second of the second of		
1 HOUR 5 75	e sa galacter ()		
8 HOURS			Para de la companya d
HOUR	e de la companya del companya de la companya del companya de la co		
9 HOURS	and the second of the second o	No. of the control of	
HOUR			
10 Hours	garage and the second		The Afficial and Control of the State of the
FINAL 630			the second product of parts

PILOT REPORT

THE SECUEL MUEN LITTED IN	25X1
PRE BREATHING OXYGEN MAX COCKPIT ALTITUDE 29, 2	MISSION NO.
TIME PSI CU. FT. MAX ACTUAL ALTITUDE /2.7	
TAKEOFF TIME 1000 L Z PILO	T25X1
LANDING TIME 1406 (Z AIRC	RAFT NO. 343
TOTAL CU. FT. TOTAL TIME 4400 SEAT	PACK NO. 19-E
HARDHAT AND CABLE	
	and the same of th
HEIMET AND BLADDER ALGUST LEFT FARPHONE	
FACEPLATE AND HOSE	FACEPLATE NO.
	45
FACEHEAT AND RADIO	
PRESSURE SUIT LOUSEN Chest LACONICS	SUIT NUMBER
SLIGHTLY	45-1
GLOVES AND COVERALIS	
BOOTS SOCKS	FEET
SEATPACK	TOTAL HOURS 55:50
INJECTION PRESSURE PARACHUTE AND K	CIDNEY PAD LEAKS
WAS FACEPLATE UNLATCHED DURING THE FLIGHT ?	
WAS EJECTION SEAT PIN PULLED ?	the second second second
COMMENTS AND/OR RECOMMENDATIONS	
	Mark the second
TEMPPULSERESP	
WEIGHT: BEFORE FLIGHT , AFTER FLIGHT	
HOOKUP BY :	25X1
PICKUP BY : PILOT REPORT BY	
25X1	

TIME OXYGEN PSI	OXYGEN CONSUMPTION DATA		
HOOKUP 1900 TAKE 1775	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
1 HOUR /500			**
1 HOUR 1400			
2 HOURS / 2 5 0	The same of		
3 HOUR 1200			
3 HOUR // 50			
4 HOU'S //	grade grade gradence, and a second of		
F FOUR			
5 HOURS	Company of the Company		and the second s
6 HOURS			g vers
HOURS			
1 HOUR			
8 HOURS			
9 HOURS			
HOUR LO HOURS			200
FINAL 1150			

PILOT REPORT

		ED IN)
PRE BREATHING OXYGEN	MAX COCKPIT ALTITUDE	17.5 MISSION NO.
TIME PSI CU. FT.		8.5 DATE 3 NOU 6
11415 151 000 114	TAKEOFF TIME 0900 4	
April 1		Z AIRCRAFT NO. 378
the control of the supply and the control of the co	.	
TOTAL CU. FT.	TOTAL TIME 4+00	SEATPACK NO.
HARDHAT AND CABLE		
		A CONTRACTOR OF THE STATE OF TH
HELMET AND BLADDER		energy of the second of the se
FACEPLATE AND HOSE		FACEPLATE NO.
L		20
FACEHEAT AND RADIO		
	40.00	
PRESSURE SUIT	the state of the s	SUIT NUMBER
Commence	and the second of the second o	
BOOTS	SOCKS	FEET
SEATPACK 5115# TA	9 HIGH	TOTAL HOURS
	And the second s	109:50
INJECTION PRESSURE	PARACHI	UTE AND KIDNEY PAD
	we are	
WAS FACEPLATE UNLATCH	ED DURING THE FLIGHT ?	WO_
WAS EJECTION SEAT PI	V PULLED ? <u>JES</u>	
COMMENTS AND/OR RECOM		
	The state of the s	might be a state of the state o
· ·		
Sign of the control of the	eg er ver	The state of the s
The state of the s		
TEMP		RESP
TEMP	PULSE	resp .ight
	PULSE	RESP
WEIGHT : BEFORE FLIC	PULSE , AFTER FL	resp .ight

TIME OXYGEN PSI	OXYC	en consumption dat	PA-Commission of a management of
ножир 1810	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. GENT.)
TAKT	ALTITUDE	ACTUAL ALITICAL	(DEGR ODAY)
From Suon	to the second se	And the second s	
1 1603			
HOUS	ter en		
2 notice	Wilder Angelow	And the second second	
F HOUR	erica de la companya	and the second of the second o	
3 Hours			
/	***	A more on the second	e de la companya della companya della companya de la companya della companya dell
4 HOURS 1010		······································	e de la la composition de la
		A Section 1	, , , , , , , , , , , , , , , , , , , ,
1 Jour		11 pt 25p2 v v v	
5 HOURE			
à HOUP.			
6 HOURS			
hour.			
7 HOURS			
1 HOUR			
8 HCURS			
hour			
9 HOURS			
HOUR			A Section of the sect
of which the control of the control		Anna again an	
10 HOURS			

PILOT REPORT (TOP SECRET WHEN FILLED IN)

25X1

PRE BREATHING OXYGEN	MAX COCKPIT AL	TITUDE 28 2-	MISSION NO.
TIME PSI CU. FT	. MAX ACTUAL ALT:	ITUDE / S	DATE 2 NOV 60
	TAKEOFF TIME	// 00 / Z PILO	
		2	
TOTAL CU. FT.	1		raft no. 353
	TOTAL TIME	T7/S SEATI	PACK NO. SS
HARDHAT AND CABLE		7 × × ×	the state of the second
		A CONTRACT OF THE STATE OF THE	
HELMET AND BLADDER	en de la companya de	The second secon	
TIA CONTRACTOR		:	The second secon
FACEPLATE AND HOSE			FACEPLATE NO.
PAORITRAM AND STREET	and the second of the second o	Commence of the second second	. 335
FACEHEAT AND RADIO	The second of the second	Mark of Mark 1999 of the Control	. 10
PRESSURE SUIT			A Marie Control of the Control of th
FRESSURE SUIT		1	SUIT NUMBER
GLOVES AND COVERALLS	The second secon	the commence of the commence o	55
2		the first of the second	Commence of the second
BOOTS	SOCKS	* * 1r44	FEET
		e e e e e e e e e e e e e e e e e e e	Land Land
SEATPACK		The state of the	TOTAL HOURS
TN TEAMTON TOPE			74:56
INJECTION PRESSURE	,	PARACHUTE AND KI	DNEY PAD
		Maria Cara Cara Cara Cara Cara Cara Cara	
Was faceplate unlatch	ED DURING THE FITC	HФ 2	
UNG RIPPONTON COAM WEST	PULLED ?		• • • • • • • • • • • • • • • • • • • •
<u>annagura de til er av er av fill a</u>			
<u>alag</u> yan (6%) i			
<u>alag</u> yan (6%) i		the second of the second of	
<u>alag</u> yan (6%) i			
VAS EJECTION SEAT PIN			
COMMENTS AND/OR RECOMM		RESP	
COMMENTS AND/OR RECOMN	ÆNDATIONS PULSE		25X1
COMMENTS AND/OR RECOMMENTS AND	ÆNDATIONS PULSE	RESPTER FLIGHT	25X1
COMMENTS AND/OR RECOMM	ÆNDATIONS PULSE		25X1

Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

TIME OXYGEN PSI	OXYG	EN CONSUMPTION DA	ra di
HOOKUP /7.50	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
} Hous			
1 HCUR	2		Section 1
} BOUR	<u></u>		
2 HOURS		the second secon	
F HOUS	A. M. W. C.		Control of the Contro
3 Fours	Secretary Day Programs P - Marine Secret - Share Secretary - Share Secretary		
HCODE			
4 HOURS 800		The second secon	
s vous	A Part of the Control of	31. a.	
5 HOURS	711.4		
6 HOURS			
Hour .			
7 НОЦЯЗ			
Hour	Allen of States of States of States		
8 HOURS			
HOUR			
9 HOURS			to seek oraș garaja apartija
HOUR		A Charles	The state of the s
10 HOURS			
FINAL		And the second of the second o	The state of the s

PILOT REPORT (TOP SECRET WHEN FILLED IN)

25X1

					0 -	-184.45.m.		
PRE BRI	EATHING	OXYGEN	MAX COCKP	IT ALTITUDE	282	MISSI	on no	
TIME	PSI	CU. FT.	MAX ACTUA	L ALTITUDE_	4-18	O DATE	2 NOV	60
			TAKEOFF T	IME <u>0930</u>	LZ PI	LOT		process.
			LANDING T	ME /3.2	D / Z AI	RCRAFT NO.	378	
TOTAT /	מנו מוח			E 375				-
	CU. FT.		TOTAL TIM	33	C/ OR	AIFACK NO.		
HARDHA!	T AND C					Land Brown Street Control	i i i i i i i i i i i i i i i i i i i	. •
LITAT NATAO	AND DE					and the second of the second o		
HETMET.	AND BL	ADDER 2		•	14 - 14 - 140 - 14	The second secon	in in the second of the secon	
FACEPL/	ンノ(ATE AND	HOSE				FACEP	LATE NO.	
A MODI LE				,			/ G	
FACEHE	AT AND						1.1	
	K		**************************************	gar makang mering	Taustan and Aligan	y ways a second	energy of the second	
	RE SUIT		And the first of the second			SUIT	NUMBER	
	015			e gerkland – jalika hak khari	. Our gaage	era most in the second	19	
GLOVES	AND CO	VERALLS						
	OK			ing agency of the grade of	er i	*** *** *** *** *** *** *** *** *** **	a creation of the	
BOOTS	· · · · · · · · · · · · · · · · · · ·		SOCKS			FEET	\$4	· .
	0/	-				Market Land	para selation in the second	
SEATPAC			FRONT O	F 860	PACK	TOTAL	HOURS	
		GHTL	<u>Y</u>			3	9:40	
INJECTI	ION PRE	SSURE		PAR	ACHUTE ANI) /(**	KIDNEY PA	7D · ,	
	····		·			11 1 120 1		
VAS FAC	EPLATE	UNLATCH	ED DURING TH	E FLIGHT ?	No	and the second of the second	· · · · · · · · · · · · · · · · · · ·	
			PULLED ?			,		
				•			**************************************	
OMMENT	S AND/C	•	ENDATIONS				•	
	Yeston							-
		·	PHISE	to a service of the s	and the second	and a second second	po na vojoje	
EMP_	e de seu proceso por la companya de seu proceso de		PULSE		RESP			
				א בייחד ים	עני די די די	1	3.	
ÆIGHT	: BEFO	RE FLIGH	T	ALILIN	TUTALLE			
1 7	a dia managan	ORE FLIGH	*				artino	
1 7	a dia managan		T.					

TIME OXYGEN PSI	OXYG	EN CONSUMPTION DA	ra ·
HOOKUP 1500 TAKI	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
L HOUR			
Citous /			
50U3 //00			
House			
TCTR			
Rouss /	, 1		
HCAL	Potes		
Hours 975	and the second		
JOUR .			
HOURE	And the second of the second o		
HOUR	and the second s		
fors		***	
HOUR			
HOURS			
HOUR			
HOURS	VI Francis		
HOUR			
HOURS			
HOUR			
HOURS			The second section is a second section of the second section is a second section of the second section is a second section of the second section secti
INAL			Mark Comment

PILOT REPORT (TOP SECRET WHEN FILLED IN)

25X1

20/1
PRE BREATHING OXYGEN MAX COCKPIT ALTITUDE 29.5 MISSION NO.
TIME PSI CU. FT. MAX ACTUAL ALTITUDE + 19.0 DATE 2 NOU 60
TAKEOFF TIME OGOOL Z PILOT 25X1
LANDING TIME /305 LZ AIRCRAFT NO. 344
TOTAL CU. FT. TOTAL TIME 1705 SEATPACK NO. 16
HARDHAT AND CABLE
OK
HELMET AND BLADDER
OK
FACEPLATE NO.
OK THE PARTY OF TH
FACEHEAT AND RADIO RT CARPHONE COTS OUT
PRESSURE SUIT SUIT NUMBER
OK was the second of the secon
GLOVES AND COVERALLS
OK .
BOOTS OK SOCKS OK
SEATPACK OT TOTAL HOURS
20:00
INJECTION PRESSURE OK PARACHUTE AND KIDNEY PAD
WAS FACEPLATE UNLATCHED DURING THE FLIGHT ? NC
WAS EJECTION SEAT PIN PULLED ?
COMMENTS AND/OR RECOMMENDATIONS
TEMP PULSE RESP
WEIGHT: BEFORE FLIGHT , AFTER FLIGHT
HOOKUP BY:
PICKUP BY: PILOT REPORT BY:
25X1
Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

TIME OXYGEN PSI	OXYGEN CONSUMPTION DATA		
HOOKUP 1775	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
HOUR 1340			to aspect 2.6
1 4008 /200			, , , ,
1/20/			
2 HOUKÉ 1026			
\$ 100 9 do			
3 HOUTS 950			
<u>непр</u>			
4 Hours 1100	The State of the S		
l rioun			
5 HOURS			
l HOUR	the second second second		The second decision is a second
6 HOURS			
HOUR			
7 HOURS	se si lligaria de la compa	A Company of the Comp	
Florit.	programme and the second secon		
8 HOURS			
HOUR			The second second second second
9 HOURS	, see		version of the second of the s
HOUR	200		
10 HOURS			The state of the s
FINAL		en e	to go many a series and the annual series and the series are the series and the series are the series and the series and the series are the s

	PILOT REPORT (TOP SECRET WHEN FILLED IN)	25X1
PRE BREATHING OXYGEN	MAX COCKPIT ALTITUDE	MISSION NO
TIME PSI CU. FT.	MAX ACTUAL ALTITUDE	DATE / Har Ga
300 to 1 10	TAKEOFF TIME 1055 Z PILOT	25X1
MIM		AFT NO. 3 4 3
TOTAL CU. FT.		ACK NO. 53
HARDHAT AND CABLE		
OK		The first of the design of the second
HELMET AND BLADDER	en de la companya de La companya de la co	and the second s
FACEPLATE AND HOSE		FACEPLATE NO.
		5 3
FACEHEAT AND RADIO		
016	The second of th	
PRESSURE SUTT	and the second s	SUIT NUMBER
01	Andrew Services	Same Superson and
GLOVES AND COVERALLS		of the first of the second of
OK		FEET
BOOTS	SOCKS	(D) 7C
SEATPACK		TOTAL HOURS
OK		16:46
INJECTION PRESSURE	PARACHUTE AND K	IDNEY PAD
OK	OK	en e
25X1	ED DURING THE FLIGHT ? NO	
a service a programme	Section of the sectio	
WAS EJECTION SEAT PIN	PULLED ? 46-3	
COMMENTS AND/OR RECOM	MENDATIONS	
i i i i i i i i i i i i i i i i i i i	Section of the sectio	
and the second s		
TEMP	PULSERESP_	
WEIGHT : BEFORE FLIG	HT , AFTER FLIGHT	25X1
HOOKUP BY:		3
7	PILOT REPORT BY	•
PICKUP BY :	THE INSTITUTE DI	•

25X1 Sanitized Copy Approved for Release 2009/11/02 : CIA-RDP89B00569R000300020031-3

(POP SECRET WHEN FILLED IN)

HOOKUP /800		And the second of the second o	ا موجوع د فالارزان ويوارد ويوارد العام الانتخاب
TAKI	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
A HOUR			<i>a</i> .
1 1008	a sana a sana	· No	
B BOUR			
2 HOURS 7.5		A Marian Company	Add to the state of the state o
HOTR			
3 Jeurs			
HCUIT.	,		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
, Hours	The second secon		
Jour C.			V2. 10.0
Hours		A service of the serv	
HOUR	· · · · · · · · · · · · · · · · · · ·		e de companya da c
LOURS			
HOUR			And the second s
HOURS			Barto mengha s
ноия		-	and the state of t
HOURS			
HOUR		4	
HOURS			A Comment of the Comm
HOUR			en e
HOURS			The same of the sa
NAL		The second secon	

HANGE CONTRACTOR OF THE STATE O

sind course to the second of t

	PILOT REPORT (TOP SECRET WHEN FILLED IN)	25X1
PHE BREATHING OXYGEN	MAX COCKPIT ALTITUDE	MISSION NO.
	MAX ACTUAL ALTITUDE	DATE / NOV 66
100		
MA	TAKEOFF TIME 1000 2 Z PILO	25X1
	LANDING TIME / / 40 Z AIR	
TOTAL CU. FT.	TOTAL TIME / 440 SEA	TPACK NO
HARDHAT AND CABLE		
HELMET AND BLADDER		
O/L		
FACEPLATE AND HOSE		FACEPLATE NO.
0/		
FACEHEAT AND RADIO	The state of the s	
PRESSURE SUIT		· · · · · · · · · · · · · · · · · · ·
CACCART SULL	and the second of the second o	SUIT NUMBER
GLOVES AND COVERALLS		
016	The state of the s	
	OCKS	FEET
SEATPACK	0/6	O/C
OK S	with the second	TOTAL HOURS
INJECTION PRESSURE	PARACHUTE AND	~
OR	Service Cold	
WAS FACEPLATE UNLATCHE	D DURING THE FLIGHT ?	
•	PULLED ?	•
COMMENTS AND/OR RECOMME	ENDATIONS	
remp	PULSE RESP	
	AFTER FLIGHT	25X1
HOOKUP BY :		20/(1
PICKUP BY ;	PILOT REPORT B	Y:
25X1		

TIME OXYGEN PSI	OXYGEN CONSUMPTION DATA			
HOOKUP 1950	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)	
HOUR	。 《看》转。			
1 HÓUR			N. F. B	
<u>} 5003</u>			er e	
2 HOURS 1000				
} ICUS			e de la companya de l	
3 EOUDS			and the second	
F HCALL				
4 Hours				
l noun.	100 %	· ·		
5 HOURS			PART FOR A STATE OF THE STATE O	
н оџя				
6 HOURS		the same	*	
HOUR.		Asia Sela	The second secon	
7 FOURS			Land the second	
HOUR			The state of the s	
HOURS				
HOUR	· · · · · · · · · · · · · · · · · · ·	A Company of the Company		
Hours	terrent en		121.6	
HOUR			The second section of the second section is a second section of the second section of the second section is a second section of the second section section is a second section of the second section s	
O HOURS			, switches and sign	
INAL			e e see e e e e e e e e e e e e e e e e	

	PILOT REPORT (TOP SECRET WHEN FILLED IN)	25X1
PRE BREATHING OXYGEN	•	MISSION NO.
1	MAX ACTUAL ALTITUDE	DATE NOV GO
TIME PSI CU. FT.	,	25X1
	TAKEOFF TIME 0900 Z PILOT	
		AFT NO. 347
TOTAL CU. FT.	TOTAL TIME 2400 SEATPA	ACK NO. 4/5
HARDHAT AND CABLE		
OK		
HELMET AND BLADDER	The second section of the last of the last of the second section of the section of t	
FACEPLATE AND HOSE		FACEPLATE NO.
O/C	The second of th	The state of the s
FACEHEAT AND RADIO	The second se	
0/6	The same of the sa	
PRESSURE SUIT		SUIT NUMBER
Oll		43
GLOVES AND COVERALLS	i provincia de la compansión de la compa	
BOOTS	SOCKS	FEET
0/<		OK.
SEATPACK		TOTAL HOURS
016	a a series and a s	63:05
INJECTION PRESSURE	PARACHUTE AND K	
014	in a second of the second of t	
WAS FACEPLATE UNLATCH	ED DURING THE FLIGHT ? NO	
WAS EJECTION SEAT PIN		en e
COMMENTS AND/OR RECOM	2 to 1 to	
A Company of the Comp	lander i de la companya de la compa	
	en e	A Commence of the Commence of
TEMP	PULSE RESP_	
-		OEV4
WEIGHT : BEFORE FLIG	MI , AFTER FEIGHT	
HOOKUP BY:	and the same of th	
PICKUP BY :	PILOT REPORT BY	Y:

(TOP	SECRET WHEN	FILLED	IN)
"			

TIME OXYGEN PSI	OXYGEN-CONSUMPTION DATA		
HOOKUP /800	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
HOUR			
1. POUR			A Company of the Comp
} Four			
2 HOUSE 1000			
ł koms		The state of the s	
HOUR	Christian Salar Sa	rannelle a kana ka ese tas	
L FOURS			1
HOURS		W 14. 20.4 W	
HOUR			
6 Hours			* 27
HOUR FOURS			
A HOUR			
B HOURS	tita mentaga di dia dia dia dia dia dia dia dia dia	The state of the s	
HOUR	a a marine a marine and a marine		
HOURS			
HOUR LO HOURS			
FINAL		The second secon	

PILOT REPORT (TOP SECRET WHEN FILLED IN)

25X1

PRE BREATHING OXYGEN	MAX COCKPIT ALTITUDE	MISSION NO.
TIME PSI CU. FT.	MAX ACTUAL ALTITUDE	DATE 3/ CC 55
in objective states of the sta	TAKEOFF TIME 123010 P	TLOT 25X
LOU	LANDING TIME / 30/Z A	
TOTAL CU. FT.	TOTAL TIME 700 5 S	
HARDHAT AND CABLE		
OK	en e	
HELMET AND BLADDER		
OK .		
FACEPIATE AND HOSE		FACEPLATE NO.
	OR PhoNES CUT. OUT	161
	7 7 10 N C S 1 1 C O 17 2 100 Y	THE CONTRACT OF THE PARTY OF TH
PRESSURE SUIT		SUIT NUMBER
		16
GLOVES AND COVERALLS		
		TWO ME TAKEN
014	OCKS	FEET
SEATPACK OX		TOTAL HOURS
	and the state of t	22:00
INJECTION PRESSURE	PARACHUTE AN	D KIDNEY PAD
	<u> </u>	100
WAS FACEPLATE UNLATCHE	D DURING THE FLIGHT ?	
VAS EJECTION SEAT PIN I		
COMMENTS AND/OR RECOMME		
in your removing	TOWS TOWS	
	in the same of the	in the figure of the second of
		er Stelle M. Stage Liebert
EMP	PULSE RESP	
EIGHT: BEFORE FLIGHT	, AFTER FLIGHT	
OOKUP BY:		ILLEGIB
PICKUP BY :	PILOT REPORT	PV A
	FILOI REPORT	DL T

ILLEGIB

TIME OXYGEN PSI	OXYG	en consumption dat	A months
HOOKUP 1800	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
l HOUR	, H = 1	e e e e e e e e e e e e e e e e e e e	w en w
1 1603		7 4	Contract Con
‡ ROJS			The state of the s
2 HOURS			
HOUR			Note that the second se
3 HOUS			
HCUR.			
4 HOURS	er de la compara de la comp La compara de la compara del la com		
i uous			
5 Hours		• • • • • • • • • • • • • • • • • • • •	
à HOUP			4.35.35 A. 25.44 B. A.L.
6 HOURS			
HOUP.		e and the second of the second	
7 HOURS	er a marina de la companya de la co	en e	
₹ HOUR			
8 HOURS	A decide of		
HOUR			
9 HOURS			
hour			
10 HOURS	to the second and the	Company of the second	
FINAL ZOGO			and the same of th

PILOT REPORT (TOP SECRET WHEN FILLED IN)

0 -	
·) h	Y 7
201	\sim 1

PRE BREATHING OXYGEN	MAX COCKPIT ALTI	TUDE	MISSION NO.
TIME PSI CU. FT.	MAX ACTUAL ALTIT	UDE	DATE 31 0 0 7 60
a. A		/ * _ Z	25X1
and the second	LANDING TIME		
And the second second		:	
TOTAL CU. FT.	TOTAL TIME		SEATPACK NO. 19
HARDHAT AND CABLE			
0/		en jakon erek	The second secon
HELMET AND BLADDER	. /		
	<i>(</i>		FACEPLATE NO.
FACEPLATE AND HOSE	(/	r *	PAGEFLATE NO.
FACEHEAT AND RADIO			17
		The second of the second	er en la companya de la companya de La companya de la co
PRESSURE SUIT			SUIT NUMBER
06		A company	1.9
GLOVES AND COVERALLS			
016			
BOOTS	SOCKS		FEET
01/2	06		
SEATPACK O/C			TOTAL HOURS 61:20
INJECTION PRESSURE	Kerning L	PARACHUTE	
LAA O DA ODDITA MID SINT A MOI	שות מווים מווים מדונים	tum s ····· A/	A
WAS FACEPLATE UNLATCH		rDL :	
WAS EJECTION SEAT PIN	PULLED ?		
COMMENTS AND/OR RECOM	MENDATIONS		A Company of the Comp
		Transfer to	記載して 開設して Manager Angles Common Street Angles Angles Manager Angles An
TEMP	PULSE	RES	P
WEIGHT : BEFORE FLIC	HT A	FTER FLIGH	T
the state of the s		A Comment	ILLEGIB
HOOKUP BY:	est in the second s	1.1	sac 11 Th
PICKUP BY :		PILOT REP	ORT BY :

MAKI	COCKPIT PRESSURE	ACTUAL ALTITUDE	UNCORRECTED OAT (DEG. CENT.)
* HOTE			
, Hột 9		ان م	
\$ 15003			**************************************
Hottac /			
FIGUR		And the second second	
FOUR		A STATE OF THE STA	A Section of the sect
HCUR			
. House		e de la companya de l La companya de la co	
Jioun			
Hours	A STATE OF THE STA	grand of the section of the section of the control of	The state of the s
HOUR.	and the state of t	e en 1840 de la companya de la comp La companya de la co	
Hours			
HOUR	NATIONAL MANAGEMENT OF STATE OF		a gradienta en la estada (h. 1921). Esta estado en la estada (h. 1921). Esta en la estada en la estada en la e
HOURS	e de la companya della companya della companya de la companya della companya dell		stable of the state of
нопи			
· ,			A Property of the second
HOURS			
HOUR			1
Hours		The state of the s	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
HOUR			
O HOURS		tor constant	
INAL	100		en e

Talanta and the estimate of the